

NACOmatic

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A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALTON/ST. LOUIS. IL

ST. LOUIS RGNL ILS or LOC Rwy 29¹
 LOC BC Rwy 11¹
 NDB Rwy 17²
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 29
 RNAV (GPS) Rwy 35
 VOR-A

NA when local weather not available.

¹NA when control tower closed.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

ANTIGO, WI

LANGLADE COUNTY NDB Rwy 16¹
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

APPLETON, WI

OUTAGAMIE COUNTY
RGNL ILS or LOC Rwy 3¹²
 ILS Rwy 29¹³
 RNAV (GPS) Rwy 3²
 RNAV (GPS) Rwy 21²
 VOR/DME Rwy 21²

¹NA when control tower closed.²NA when local weather not available.³LOC, NA.**ASHLAND, WI**

JOHN F. KENNEDY
MEMORIAL RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 31
VOR Rwy 2'
VOR Rwy 31

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

BARABOO, WI

BARABOO
WISCONSIN DELLS RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

BELLEVILLE. IL

SCOTT AFB/
MIDAMERICA ILS or LOC/DME Rwy 14L¹
 ILS or LOC Rwy 14R¹²
 ILS Rwy 32L²³
 ILS or LOC Rwy 32R¹

¹LS, Category C, 700-2; Category D, 800-2½; Category E, 800-2¾. LOC, Category D, 800-2½; Category E, 800-2¾.

²NA when control tower closed.

³ILS, Category D, 800-2 $\frac{1}{4}$; Category E, 800-2 $\frac{3}{4}$. LOC, Category E, 800-2 $\frac{3}{4}$.

BLOOMINGTON, IL

CENTRAL IL RGNL ARPT AT
BLOOMINGTON-NORMAL ILS or LOC Rwy 20¹²
 ILS or LOC Rwy 29¹
 ILS or LOC/DME Rwy 2¹²
 LOC BC Rwy 11
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 29

NA when local weather not available.

¹ILS, Category D, 700-2.²NA when control tower closed.

BOSCOBEL, WI

BOSCABEL RNAV (GPS) Rwy 7¹
RNAV (GPS) Rwy 25¹
VOR/DME Rwy 25²

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 1000-2³/₄.²Categories A,B,1000-2: Category C, 1000-2³/₄.

NAME ALTERNATE MINIMUMS
BURLINGTON, WI
 BURLINGTON MUNI RNAV (GPS) Rwy 29
 VOR Rwy 29¹
 NA when local weather not available.
¹Category D, 800-2¼.

CAHOKIA/ST. LOUIS, IL
 ST. LOUIS
 DOWNTOWN ILS or LOC Rwy 30L¹²³
 RNAV (GPS) Rwy 12R³⁴
¹NA when control tower closed.
²ILS, Category D, 700-2.
³NA when local weather not available.
⁴Category D, 800-2¼.

CARBONDALE-MURPHYSBORO, IL
 SOUTHERN ILLINOIS ILS Rwy 18L
 NDB or GPS Rwy 18L
 NA when control tower closed.

CHAMPAIGN-URBANA, IL
 UNIVERSITY OF ILLINOIS-
 WILLARD ILS or LOC Rwy 32R¹²
 LOC BC Rwy 14L¹
 RADAR¹
 RNAV (GPS) Rwy 4²
 RNAV (GPS) Rwy 32R²
 VOR Rwy 4²
 VOR/DME Rwy 14L²
¹NA when control tower closed.
²NA when local weather not available.

CHICAGO, IL
 CHICAGO O'HARE INTL ... ILS or LOC Rwy 9L
 ILS or LOC Rwy 9R
 ILS, LOC, Categories A, B, 1100-2; Categories
 C, D, 1100-3.
 LANSING MUNI RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 36
 NA when local weather not available.

CHICAGO(WEST CHICAGO), IL
 DUPAGE RNAV (GPS) Rwy 20R
 NA when local weather not available.

CHICAGO/AURORA, IL
 AURORA MUNI ILS or LOC Rwy 9¹
 ILS or LOC Rwy 33¹²
 RNAV (GPS) Rwy 9¹
 RNAV (GPS) Rwy 33²
¹NA when control tower closed.
²NA when local weather not available.
³ILS, Categories A,B,C,D, 700-2.

NAME ALTERNATE MINIMUMS
**CHICAGO/PROSPECT HEIGHTS/
 WHEELING, IL**
 CHICAGO EXECUTIVE ILS or LOC Rwy 16
 RNAV (GPS) Rwy 16
 NA when local weather not available.

CHICAGO/ROMEOVILLE, IL
 LEWIS UNIVERSITY RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 27
 VOR Rwy 9
 NA when local weather not available.
 Category D, 800-2½.

CHICAGO/WAUKEGAN, IL
 WAUKEGAN RGNL ILS Rwy 23
 NA when control tower closed.

CLINTONVILLE, WI
 CLINTONVILLE MUNI RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 32
 NA when local weather not available.

DANVILLE, IL
 VERMILION RGNL ILS or LOC Rwy 21
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 34
 VOR/DME Rwy 3
 VOR Rwy 21
 NA when local weather not available.

DE KALB, IL
 DE KALB TAYLOR MUNI .. ILS or LOC Rwy 2¹
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 27
 NA when local weather not available.
¹Categories C,D, 700-2.

DECATUR, IL
 DECATUR ILS Rwy 6¹
 LOC BC Rwy 24¹
 RNAV (GPS) Rwy 6²
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 24²
 RNAV (GPS) Rwy 36²
 VOR Rwy 36¹
¹NA when control tower closed.
²NA when local weather not available.

[illegible]

HAYWARD, WI

SAWYER COUNTY RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.

Category C, 800-2¼; Category D, 1000-3.

JACKSONVILLE, IL

JACKSONVILLE MUNI RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13

NA when local weather not available.

²NA when local weather not available.

³Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

JANESVILLE, WI

SOUTHERN WISCONSIN
 RGNL ILS or LOC Rwy 41
 ILS or LOC Rwy 32²³

NA when control tower closed.

¹ILS, Category D, 700-2.

²ILS, LOC, Categories A,B, 1100-2; Categories C,D. 1100-3.

³NA when local weather not available.

JUNEAU, WI

DODGE COUNTY LOC Rwy 26
NDB Rwy 2
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

FLORA. IL

FLORA MUNI RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

FOND DU LAC. WI

FOND DU LAC
COUNTY RNAV (GPS) Rwy 36
NA when local weather not available.

NA when local weather not available.

FREEPORT, IL

ALBERTUS RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 24

NA when local weather not available.

GREEN BAY, WI

AUSTIN STRAUBEL INTL ILS or LOC Rwy 6
LOC BC Rwy 24
RADAR-1

NA when control tower closed.

HARRISBURG, IL

HARRISBURG-RALEIGH ... RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

KANKAKEE, IL

GREATER KANKAKEE RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

KENOSHA, WI

KENOSHA RGNL ILS or LOC Rwy 7L1
RNAV (GPS) Rwy 7L
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25R
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 25R

NA when local weather not available.

¹NA when control tower closed.

NAME ALTERNATE MINIMUMS
MEDFORD, WI
TAYLOR COUNTY RNAV (GPS) Rwy 27
NA when local weather not available.

MENOMONIE, WI
MENOMONIE MUNI-SCORE
FIELD RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR/DME Rwy 27
NA when local weather not available.

MERRILL, WI
MERRILL MUNI RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

MILWAUKEE, WI
LAWRENCE J. TIMMERMAN LOC Rwy 15L
VOR or GPS Rwy 4L
VOR or GPS Rwy 15L
NA when control tower closed.

MINOCQUA-WOODRUFF, WI
LAKELAND/NOBLE F. LEE
MEMORIAL FIELD RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 28
RNAV (GPS) Rwy 36
NA when local weather not available.

MOLINE, IL
QUAD-CITY INTL ILS or LOC Rwy 9¹
ILS or LOC Rwy 27¹²³
RNAV (GPS) Rwy 13³
RNAV (GPS) Rwy 31³

¹NA when control tower closed.
²ILS, Category D, 700-2.
³NA when local weather not available.

MONROE, WI
MONROE MUNI RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR/DME Rwy 30
NA when local weather not available.

MORRIS, IL
MORRIS MUNI-JAMES R
WASHBURN FIELD RNAV (GPS) Rwy 36
NA when local weather not available.

MOSINEE, WI
CENTRAL WISCONSIN ILS or LOC Rwy 8¹
ILS or LOC Rwy 35
NA when control tower closed.
¹NA when local weather not available.

NAME ALTERNATE MINIMUMS
MOUNT VERNON, IL
MOUNT VERNON ILS Rwy 23¹²
RNAV (GPS) Rwy 5³
RNAV (GPS) Rwy 23³

¹NA between 2000-0630 local time.
²ILS, Category D, 700-2.
³NA when local weather not available.

NEW RICHMOND, WI
NEW RICHMOND RGNL . RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

OSCEOLA, WI
L O SIMENSTAD MUNI RNAV (GPS) Rwy 28
NA when local weather not available.

OSHKOSH, WI
WITTMAN RGNL ILS or LOC Rwy 36¹
LOC/DME BC Rwy 18¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 27²
RNAV (GPS) Rwy 36¹
VOR Rwy 9²
VOR Rwy 18²³

¹NA when control tower closed.
²NA when local weather not available.
³Category D, 800-2¹/₄.

PARIS, IL
EDGAR COUNTY RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

PEORIA, IL
GREATER PEORIA
RGNL ILS or LOC Rwy 4
ILS or LOC Rwy 31
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR or TACAN Rwy 31
NA when local weather not available.

PERU, IL
ILLINOIS VALLEY RGNL-WALTER A. DUNCAN
FIELD RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

PHILLIPS, WI
PRICE COUNTY RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.

NAME ALTERNATE MINIMUMS

WATERTOWN, WI

WATERTOWN MUNI RNAV (GPS) Rwy 5¹²
 RNAV (GPS) Rwy 11¹³
 RNAV (GPS) Rwy 23¹²
 RNAV (GPS) Rwy 29¹²
 VOR/DME Rwy 29²

¹NA when local weather not available.

²Category D, 900-3.

³Categories A, B, 900-2; Category C, 900-2¼;
 Category D, 900-3.

WAUKESHA, WI

WAUKESHA COUNTY ILS or LOC Rwy 10¹²
 RNAV (GPS) Rwy 10¹³
 RNAV (GPS) Rwy 28¹³
 VOR-A¹³

¹NA when local weather not available.

²ILS, Category C, 700-2; Category D, 700-2¼.
 LOC, Category D, 800-2¼.

³Category D, 800-2¼.

WAUPACA, WI

WAUPACA MUNI RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 28

NA when local weather not available.

WAUSAU, WI

WAUSAU DOWNTOWN ... RNAV (GPS) Rwy 12
 NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

CHAMPAIGN/URBANA, IL

Amdt. 6A, OCT 28, 2002 (FAA)

ELEV 754

UNIVERSITY OF ILLINOIS-WILLARD

ADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 **A**

			DA/ HAT/ HATh/				DA/ HAT/ HATh/			
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
SR	14L	ABC	1100-1	346	(400-1)	D	1100-1 ¼	346	(400-1)¼	
	32R	ABC	1100/24	351	(400-½)	D	1100/50	351	(400-1)	
IRCLING		A	1160-1	406	(500-1)	B	1220-1	466	(500-1)	
		C	1220-1½	466	(500-1½)	D	1320-2	566	(600-2)	

When control tower closed, ASR not authorized.

Category D S-32R visibility increased to RVR 6000 for inoperative MALSR.

CHICAGO/ROCKFORD, IL

Amdt. 10A, DEC 21, 2006 (FAA)

ELEV 742

CHICAGO/ ROCKFORD INTL

ADAR - 121.0 327.0

			DA/ HAT/ HATh/				DA/ HAT/ HATh/			
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
SR	1	AB	1160/24	431	(500-½)	C	1160/40	431	(500-¾)	
		D	1160/50	431	(500-1)					
	7	AB	1180/24	438	(500-½)	C	1180/40	438	(500-¾)	
		D	1180/50	438	(500-1)					
	25	AB	1220-1	485	(500-1)	C	1220-1 ¼	485	(500-1)¼	
		D	1220-1½	485	(500-1½)					
IRCLING		A	1220-1	478	(500-1)	b	1240-1	498	(500-1)	
		C	1240-1½	498	(500-1½)	D	1320-2	578	(600-2)	

GREEN BAY, WI

Amdt. 9C, JUL 6, 2006 (FAA)

ELEV 695

AUSTIN STRAUBEL INTL

ADAR - 119.4 338.2 **V A**

			DA/ HAT/ HATh/				DA/ HAT/ HATh/			
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
SR	36	AB	1100/24	418	(500-½)	C	1100/40	418	(500-¾)	
		D	1100/50	418	(500-1)					
	24	AB	1120-1	438	(500-1)	C	1120-1 ¼	438	(500-1)¼	
		D	1120-1½	438	(500-1½)					
	18	AB	1220-1	525	(600-1)	C	1220-1 ½	525	(600-1½)	
		D	1220-1¾	525	(600-1¾)					
	6	AB	1220/24	528	(600-½)	C	1220/50	528	(600-1)	
		D	1220/60	528	(600-1½)					
IRCLING		AB	1220-1	525	(600-1)	C	1220-1 ½	525	(600-1½)	
		D	1260-2	565	(600-2)					

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.

When control tower closed, ASR not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

MADISON, WI

Amdt. 17, MAR 17, 2005 (FAA)

ELEV 887

DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7 

			DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS		DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	RWY GS/TCH/RPI	CAT							
	21	AB	1360-½	473	(500-½)	C	1360-¾	473	(500-¾)
		D	1360-1	473	(500-1)	E	1360-1¼	473	(500-1¼)
	36	AB	1360/24	498	(500-½)	C	1360/50	498	(500-1)
		D	1360/60	498	(500-1¼)	E	1360/1½	498	(500-1½)
	14	AB	1360-1	499	(500-1)	C	1360-1¼	499	(500-1¼)
		D	1360-1½	499	(500-1½)	E	1360-1¾	499	(500-1¾)
	18	AB	1360/24	500	(600-½)	C	1360/40	500	(600-¾)
		D	1360/50	500	(600-1)	E	1360/60	500	(600-1¼)
	32	AB	1440-1	579	(600-1)	C	1440-1½	579	(600-1½)
		D	1440-1¾	579	(600-1¾)	E	1440-2	579	(600-2)
CIRCLING		A	1440-1	553	(600-1)	B	1460-1	573	(600-1)
		C	1460-1½	573	(600-1½)	D	1460-2	573	(600-2)
		E	1680-2¾	793	(800-2¾)				


When control tower closed, ASR procedures not authorized.

SPRINGFIELD, IL

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 597

ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0 

			DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS		DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	RWY GS/TCH/RPI	CAT							
	22	ABC	960-½	363	(400-½)	DE	960-1	363	(400-1)
	31	AB	1240-½	650	(700-1)	C	1240-1¼	650	(700-1¼)
		D	1240-1½	650	(700-1½)	E	1240-1¾	650	(700-1¾)
	4	ABC	960/24	368	(400-½)	DE	960/50	368	(400-1)
CIRCLING		AB	1240-1	643	(700-1)	C	1240-1¾	643	(700-1¾)
		D	1240-2	643	(700-2)	E	1380-2¾	783	(800-2¾)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.

For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 1¼; increase S-31 category E visibility to 2¼.

When control tower closed, ASR not authorized.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN)

ORIG 05300 (FAA)

NOTE: **Rwy 11**, tree 1876' from departure end of runway, 834' left of centerline, 65' AGL/575' MSL, light pole 1067' from departure end of runway, 667' left of centerline, 25' AGL/554' MSL. **Rwy 17**, multiple trees beginning 1520' from departure end of runway, 859' right of centerline, 82' AGL/621' MSL, tree 1794' from departure end of runway, 410' left of centerline, 59' AGL/598' MSL. **Rwy 29**, multiple trees beginning 1318' from departure end of runway, 494' left of centerline, 59' AGL/579' MSL, light pole 663' from departure end of runway, 528' left of centerline, 10' AGL/559' MSL, tree 1481' from departure end of runway, 501' right of centerline, 66' AGL/578' MSL. **Rwy 35**, multiple trees and light pole beginning 980' from departure end of runway, 574' left of centerline, 67' AGL/596' MSL.

AMERY, WI

AMERY MUNI (AHH)

AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: **Rwy 18**, towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

NAME TAKE-OFF MINIMUMS

ANTIGO, WI

LANGLADE COUNTY (AIG)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. w/ min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8**, Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. **Rwy 16**, Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL.

Rwy 26, Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

ASHLAND, WI

JOHN F. KENNEDY MEMORIAL (ASX)
AMDT 1 08157 (FAA)

NOTE: **Rwy 2**, trees beginning 52' from departure end of runway, 209' right of centerline, up to 100' AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSL. Antenna 2411' from departure end of runway, 920' left of centerline, 117' AGL/926' MSL. **Rwy 13**, trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL. Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL. **Rwy 20**, truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL. Trees beginning 206' from departure end of runway, 229' right of centerline, up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. **Rwy 31**, truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL. Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL.

BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)
ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.
DEPARTURE PROCEDURE: **Rwy 14**, southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. **Rwys 19, 32**, southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS AREA (BCK)
AMDT 1 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1400 before proceeding on course.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 198° to 1400 before turning left.

NOTE: **Rwy 2**, pole 1638' from departure end of runway, 908' right of centerline, 78' AGL/922' MSL. **Rwy 11**, tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

BOSCOBEL, WI

BOSCOBEL (OVS)
AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 600-3 or std. w/min. climb of 447' per NM to 1300. **Rwy 7**, std. w/min. climb of 548' per NM to 1500, or 1200-2½ for climb in visual conditions. **Rwy 20**, std. w/min. climb of 672' per NM to 1400 or 1200-2½ for climb in visual conditions. **Rwy 25**, std. w/min. climb of 381' per NM to 1300 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1300 before turning south. **Rwy 7**, climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 20**, climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 25**, climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 2**, trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL. Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL. Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. **Rwy 7**, trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL. Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL. **Rwy 20**, tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL. Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. **Rwy 25**, tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline, 40' AGL/737' MSL. Trees 1165' from departure end of runway, 701' left of centerline, 40' AGL/731' MSL. Tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)
ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 1300-2 or std. with a min. climb of 340' per NM to 2700.

NOTE: **Rwy 8**, tower 6.44 NM from departure end of runway, 3378' right of centerline, 1200' AGL/2180' MSL.

BURLINGTON, WI

BURLINGTON MUNI (BUU)
AMDT 2 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 1400 before turning.

CABLE, WI

CABLE UNION (3CU)
AMDT 4 99308 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, west departures, climb runway heading to 1900 before turning westbound.

CAHOKIA/ST. LOUIS, IL

ST. LOUIS DOWNTOWN (CPS)

AMDT 7 05300 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 200-1 ¼ or std. with a min. climb of 343' per NM to 800. **Rwy 30L**, 400-2½ or std. with a min. climb of 220' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 047° to 900 before turning left. **Rwy 12L/12R**, climb via heading 122° to 1000 before turning left. **Rwy 23**, climb via heading 227° to 2000 before turning. **Rwy 30L/30R**, climb via heading 302° to 1700 before turning.

NOTE: **Rwy 5**, antenna 476' from departure end of runway, 326' right of centerline, 37' AGL/448' MSL, pole 630' from departure end of runway, 540' right of centerline, 62' AGL/473' MSL, multiple towers beginning 1649' from departure end of runway, 19' left of centerline, up to 76' AGL/487' MSL. **Rwy 12L**, tree 1633' from departure end of runway, 144' left of centerline, 44' AGL/453' MSL. **Rwy 12R**, tree 2279' from departure end of runway 927' right of centerline, 77' AGL/486' MSL. Tree 3823' from departure end of runway, 20' left of centerline, 92' AGL/509' MSL. **Rwy 23**, pole 763' from departure end of runway, 182' right of centerline, 44' AGL/453' MSL, multiple trees beginning 812' from departure end of runway, 4' right of centerline, up to 81' AGL/492' MSL. **Rwy 30L**, multiple trees beginning 889' from departure end of runway, 516' right of centerline, up to 114' AGL/521' MSL.

CANTON, IL

INGERSOLL (CTK)

ORIG 08213 (FAA)

NOTE: **Rwy 9**, tree 1335' from departure end of runway, 772' right of centerline, 100' AGL/749' MSL. **Rwy 36**, tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL.

CARMi, IL

CARMi MUNI (CUL)

AMDT 1 83356 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 1000 before turning westbound.

CASEY, IL

CASEY MUNI (1H8)

AMDT 3 83258 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 22, 36**, climb runway heading to 1900 before turning southbound. **Rwy 18**, climb runway heading to 1900 before turning left.

CENTRALIA, IL

CENTRALIA MUNI (ENL)

AMDT 1 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.

CHAMPAIGN/URBANA, IL

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 041° to 1300 before turning left.

NOTE: **Rwy 4**, trees beginning 56' from departure end of runway, 23' left of centerline, up to 63' AGL/808' MSL.

Trees beginning 56' from departure end of runway, 89' right of centerline, up to 98' AGL/843' MSL. **Rwy 14R**, rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline, 37' AGL/780' MSL. **Rwy 18**, Terrain beginning 2' from departure end of runway, from left to right of centerline, up to 0' AGL/749' MSL. **Rwy 32L**, terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.

CHICAGO, IL

CHICAGO MIDWAY INTL (MDW)

AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R**, Climbing right turn to 2400 heading 100° before proceeding on course. **Rwys 13C, 13L, 13R**, Climb heading 135° to 1400 before turning. **Rwys 22L, 22R**, Climb heading 224° to 1300 before turning. **Rwys 31C, 31L, 31R**, Climb heading 315° to 1500 before turning.

NOTE: **Rwy 4L**, fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light poles and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

Rwy 4R, LOC 300' from departure end of runway, on centerline, 10' AGL/614' MSL. Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL. Blast fence 277' from departure end of runway, 45' left of centerline, 9' AGL/613' MSL. Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL. **Rwy 13C**, LOC 248' from departure end of runway, on centerline, 8' AGL/619' MSL. Building 101' from departure end of runway, 254' left of centerline, 14' AGL/625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. **Rwy 13L**, multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. **Rwy 13R**, wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/661' MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52' AGL/661' MSL. **Rwy 22L**, multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL. Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. **Rwy 22R**, multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of centerline, up to 72' AGL/686' MSL.

CHICAGO MIDWAY INTL (CON'T)

Rwy 31C, LOC 239' from departure end of runway, on centerline, 10' AGL/617' MSL. Trees beginning 452' from departure end of runway, 454' left of centerline, up to 63' AGL/667' MSL. Spire 2207' from departure end of runway, 699' left of centerline, 78' AGL/684' MSL. Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSL. DME 183' from departure end of runway, 309' right of centerline, 17' AGL/624' MSL. Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway, 1430' right of centerline, 162' AGL/756' MSL. **Rwy 31L**, trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779' from departure end of runway, 26' right of centerline, up to 68' AGL/667' MSL. **Rwy 31R**, multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway, 50' right of centerline, up to 68' AGL/667' MSL.

CHICAGO-O'HARE INTL (ORD)

AMDT 16A 09099 (FAA)

TAKEOFF MINIMUMS: **Rwy 27L**, std. w/ min. climb of 214' per NM to 1700, or 300-1½ with min. climb of 203' per NM to 1700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 27R**, std. w/ min. climb of 228' per NM to 1800. **Rwy 28**, std. w/ min. climb of 222' per NM to 1700. **Rwy 32L**, std. w/ min. climb of 231' per NM to 1800.

NOTE: **Rwy 4L**, multiple buildings beginning 3325' from DER, 1198' right of centerline, up to 101' AGL/750' MSL. **Rwy 4R**, multiple trees beginning 793' from DER, 568' right of centerline, up to 77' AGL/716' MSL. Multiple trees beginning 2266' from DER, 756' left of centerline, up to 84' AGL/723' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL. **Rwy 9L**, building 2771' from DER, 1194' right of centerline, 94' AGL/745' MSL. **Rwy 9R**, street light 877' from DER, 686' right of centerline, 40' AGL/684' MSL. **Rwy 10**, multiple towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. **Rwy 14L**, multiple lights beginning 982' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp and sign beginning 100' from DER, 363' right of centerline, up to 80' AGL/729' MSL. **Rwy 14R**, parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/730' MSL. **Rwy 22L**, tree 972' from DER, 354' left of centerline, 31' AGL/690' MSL. **Rwy 22R**, parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL. **Rwy 27L**, multiple poles, towers, and aircraft on ramp beginning 70' from DER, 408' left of centerline, 147' AGL/812' MSL. **Rwy 27R**, elevator 2778' from DER, 1021' left of centerline, 111' AGL/776' MSL. Tank 1489' from DER, 892' left of centerline, 55' AGL/723' MSL. **Rwy 32L**, flag pole 2036' from DER, 791' left of centerline, 58' AGL/732' MSL. **Rwy 32R**, multiple trees beginning 1438' from DER, 851' right of centerline, up to 71' AGL/715' MSL.

CHICAGO, IL (CON'T)

LANSING MUNI (IGQ)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1200 before proceeding on course.

NOTE: **Rwy 9**, poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL. Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL. **Rwy 18**, trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL. **Rwy 27**, hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL. Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL. Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL. **Rwy 36**, pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.

CHICAGO/AURORA, IL

AURORA MUNI (ARR)

AMDT 1 07298 (FAA)

NOTE: **Rwy 9**, vehicle on road 794' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from departure end of runway, on centerline, 100' AGL/819' MSL. **Rwy 15**, multiple trees, power poles and road beginning 900' from departure end of runway, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from departure end of runway, 47' left of centerline, 34' AGL/733' MSL. **Rwy 18**, multiple power poles beginning 1218' from departure end of runway, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from departure end of runway, on centerline up to 100' AGL/809' MSL. **Rwy 27**, vehicle on road 1020' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. **Rwy 33**, multiple trees and road beginning 788' from departure end of runway, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from departure end of runway, 137' left of centerline, up to 38' AGL/747' MSL. **Rwy 36**, tree, pole and fence beginning 31' from departure end of runway, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from departure end of runway, right and left of centerline, 15' AGL/734' MSL.

CHICAGO/PROSPECT HEIGHTS/

WHEELING, IL

CHICAGO EXECUTIVE (PWK)

AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with min. climb of 286' per NM to 900.

NOTE: **Rwy 6**, tree 226' from departure end of runway, 226' right of centerline, 51' AGL/691' MSL. **Rwy 12**, antenna 4287' from departure end of runway, 1191' right of centerline, 129' AGL/769' MSL. **Rwy 16**, tree 1572' from departure end of runway, 423' left of centerline, 62' AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. **Rwy 24**, tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL. **Rwy 30**, antenna 5171' from departure end of runway, 758' right of centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. **Rwy 34**, tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL.

CHICAGO/ROMEORVILLE, IL

LEWIS UNIVERSITY (LOT)

ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 330' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1100 before turning right.

NOTE: **Rwy 2**, multiple towers beginning 1.1 NM from departure end of runway, 361' left of centerline, up to 210' AGL/875' MSL. **Rwy 9**, multiple trees beginning 857' from departure end of runway, 359' left of centerline, up to 66' AGL/735' MSL. Building 244' from departure end of runway, 379' left of centerline, 10' AGL/679' MSL. Multiple trees and pole beginning 278' from departure end of runway, 174' right of centerline, up to 62' AGL/721' MSL. Sign 113' from departure end of runway, 355' right of centerline, 4' AGL/668' MSL. **Rwy 27**, multiple trees beginning 1144' from departure end of runway, 635' right of centerline, up to 54' AGL/723' MSL.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL (UGN)

ORIG 91122 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

CHICAGO/WEST CHICAGO, IL

DU PAGE (DPA)

ORIG 07354 (FAA)

NOTE: **Rwy 2L**, tree 2249' from departure end of runway, 1065' left of centerline, 15' AGL/831' MSL. **Rwy 2R**, tower 4561' from departure end of runway, 1540' right of centerline, 140' AGL/899' MSL. **Rwy 10**, building 631' from departure end of runway, 611' left of centerline, 15' AGL/777' MSL, tree 872' from departure end of runway, 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/827' MSL, stack 1639' from departure end of runway, 184' left of centerline, 50' AGL/810' MSL. **Rwy 15**, road 267' from departure end of runway, 130' left of centerline, 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL. Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. **Rwy 33**, multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline, 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793' MSL.

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)

AMDT 1 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-environmental.

NOTE: **Rwy 4**, trees beginning 382' from departure end of runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. **Rwy 14**, trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. **Rwy 22**, trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. **Rwy 32**, trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.

DANVILLE, IL

VERMILION RGNL (DNV)

ORIG 09183 (FAA)

NOTE: **Rwy 3**, tree 2298' from departure end of runway, 725' right of centerline, 50' AGL/761' MSL. **Rwy 16**, tree 4101' from departure end of runway, 378' left of centerline, 50' AGL/789' MSL. **Rwy 21**, tree 1982' from departure end of runway, 802' left of centerline, 50' AGL/728' MSL. **Rwy 34**, tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL.

DE KALB, IL

DE KALB TAYLOR MUNI (DKB)

AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1400 before proceeding on course.

DECATUR, IL

DECATUR (DEC)

AMDT 2 84131 (FAA)

DEPARTURE PROCEDURE: Northbound departures: **Rwys 6, 12, 24**, climb runway heading to 1600 before turning north. **Rwy 18**, climb runway heading to 1200 before turning north. **Rwy 30**, right turn, climb to 3000 via DEC R-340 before proceeding north. **Rwy 36**, left turn, climb to 3000 via DEC R-340 before proceeding north.

DELAVER, WI

LAKE LAWN (C59)

AMDT 1 03247 (FAA)

NOTE: **Rwy 18**, trees 150' from departure end of runway, 200' right of centerline, 56' AGL/1023' MSL. Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL. **Rwy 36**, trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL. Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039' MSL. Pole 85' from departure end of runway, 170' left of centerline, 60' AGL/1039' MSL.

DIXON, IL

DIXON MUNI - CHARLES R WALGREEN

FIELD (C73)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-1½ or std. w/min. climb of 410' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 123° to 1300 before turning right.

NOTE: **Rwy 12**, T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL. **Rwy 8**, vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL. Road 359' from DER on centerline, 796' MSL. **Rwy 26**, trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL. Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)

ORIG 06271 (FAA)

NOTE: **Rwy 4**, road 240' from departure end of runway, 559' right of centerline, 15' AGL/1654' MSL. Terrain 51' from departure end of runway, 288' right of centerline, 0' AGL/1639' MSL. **Rwy 13**, road 268' from departure end of runway, 572' left of centerline, 15' AGL/1654' MSL. **Rwy 22**, road 246' from departure end of runway, 566' right of centerline, 15' AGL/1654' MSL. Multiple trees 476' from departure end of runway, 430' right of centerline, 83' AGL/1722' MSL. Multiple trees 761' from departure end of runway, 147' left of centerline, 96' AGL/1735' MSL.

EAU CLAIRE, WI

CHIPPEWA VALLEY RGNL (EAU)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-2¾ or std. w/min. climb of 295' per NM to 1500. **Rwy 32**, 200-1½ or std. w/min. climb of 270' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 138° to 2000 before proceeding on course. **Rwy 22**, climb heading 224° to 1700 before proceeding on course. **Rwy 32**, climb heading 304° to 1700 before proceeding on course.

NOTE: **Rwy 4**, terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL. **Rwy 14**, trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline, 455' AGL/1349' MSL. **Rwy 22**, vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/892' MSL. Trees 639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL. **Rwy 32**, trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL. Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM, IL

EFFINGHAM COUNTY MEMORIAL (1H2)

AMDT 4 98001 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 600-1.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 2100 before proceeding on course.

FAIRFIELD, IL

FAIRFIELD MUNI (FWC)

AMDT 2 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a min. climb of 310' per NM to 800. **Rwy 27**, 300-1 or std. with a min. climb of 320' per NM to 600.

FLORA, IL

FLORA MUNI (FOA)

AMDT 1 84047 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 33**, climb runway heading to 1100 before turning left. **Rwy 21**, climb runway heading to 1100 before turning right.

FOND DU LAC, WI

FOND DU LAC COUNTY (FLD)
AMDT 1 84327 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 2000 before turning north. **Rwy 36**, climb runway heading to 2000 before turning east.

FREEPORT, IL

ALBERTUS (FEP)
ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, NA-Environmental.

NOTE: **Rwy 24**, multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL/903' MSL.

FRIENDSHIP (ADAMS), WI

ADAMS CO. LEGION FIELD (63C)
AMDT 1 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA - unsurveyed turf runways. **Rwy 33**, 500-2 or std. with a min. climb of 400' per NM to 1600.

NOTE: **Rwy 15**, powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL. **Rwy 33**, trees 200' from departure end of runway, 200' left of centerline, 57' AGL/1032' MSL. Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL. Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

GRANTSBURG, WI

GRANTSBURG MUNI (GTG)
ORIG 94230 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1.

GRAYSLAKE, IL

CAMPBELL (C81)
AMDT 1 82063 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1200 before turning.

GREEN BAY, WI

AUSTIN STRAUBEL INTL (GRB)
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 1300 before turning right. **Rwy 18**, climb heading 182° to 1600 before turning left.

NOTE: **Rwy 18**, tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL. **Rwy 24**, trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

HARRISBURG, IL

HARRISBURG-RALEIGH (HSB)
ORIG 08101 (FAA)

NOTE: **Rwy 6**, Trees and a PVC pipe, beginning 62' from departure end of runway, 230' left of centerline, up to 100' AGL/519' MSL. Trees 895' from departure end of runway 523' right of centerline, 61' AGL/454' MSL. **Rwy 24**, Trees beginning 252' from departure end of runway, 420' right of centerline, up to 100' AGL/479' MSL. **Rwy 32**, Trees beginning 4182' from Departure end of runway, 615' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1744' from departure end of runway, 299' right of centerline, up to 100' AGL/509' MSL.

HAYWARD, WI

SAWYER COUNTY (HYR)
AMDT 4 99308

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 300' per NM to 1300. **Rwy 20**, 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34**, 300-1 or std. with a min. climb of 250' per NM to 1300. DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 1900 before turning eastbound.

JANESVILLE, WI

SOUTHERN WISCONSIN RGNL (JVL)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. w/ a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

NOTE: **Rwy 4**, Road 342' from departure end of runway, 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL. Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL. Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. **Rwy 32**, Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. **Rwy 36**, tree 1427' from departure end of runway, 108' left of centerline, 42' AGL/851' MSL. Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

JOLIET, IL

JOLIET RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, 500-1. **Rwy 22**, 300-1. DEPARTURE PROCEDURE: **Rwy 4**, climb to 1000 before turning right. **Rwy 30**, climb to 1000 before turning left. **Rwy 22**, when ceiling is below 500, climb to 1100 before turning left.

JUNEAU, WI

DODGE COUNTY (UNU)
ORIG 94286 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1.

KANKAKEE, IL

GREATER KANKAKEE (IKK)

ORIG 07074 (FAA)

NOTE: **Rwy 4**, vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL. **Rwy 16**, vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL. **Rwy 22**, vehicle on road 1069' from departure end of runway, 622' left of centerline, 15' AGL/653' MSL. **Rwy 34**, vehicle on road 831' from departure end of runway, 189' left of centerline, 15' AGL/650' MSL. Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

KENOSHA, WI

KENOSHA RGNL (ENW)

ORIG 09239 (FAA)

NOTE: **Rwy 7R**, multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL. **Rwy 7L**, multiple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. **Rwy 25L**, multiple trees and hangars beginning 10' from DER, 209' right of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. **Rwy 33**, multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL. **Rwy 25R**, trees 2800' from DER, 603' left to right of centerline, 100' AGL/819' MSL.

KEWANEE, IL

KEWANEE MUNI (EZI)

ORIG-A 09351 (FAA)

NOTE: **Rwy 27**, powerlines and utility pole beginning 1424' from DER, 100' right of centerline, up to 79' AGL/925' MSL. Powerlines 2215' from DER, 432' left of centerline, 79' AGL/916' MSL. Tree 2212' from DER, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI

LA CROSSE MUNI (LSE)

AMDT 5 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min climb of 460' per NM to 1600, or 1400-2½ for climb in visual conditions. **Rwy 13**, std. w/ min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 290' per NM to 1800, or 1400-2½ for climb in visual conditions. **Rwy 21**, std. w/ min climb of 430' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 31**, std. w/ min. climb of 300' per NM to 2500, or 1400-2½ for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 325' per NM to 1800, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 13, 18, 21, 31, 36**, for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 3**, trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL. Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL. Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL. **Rwy 13**, trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL. Trees 2666' from DER, 503' left of centerline, 97' AGL/747' MSL. **Rwy 18**, vehicle and road 685' from DER, 589' left of centerline, 15' AGL/694' MSL. Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. **Rwy 21**, multiple trees beginning 1521' from DER, 586' left of centerline, up to 75' AGL/735' MSL. Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline, 67' AGL/727' MSL. **Rwy 31**, multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/730' MSL. Multiple trees beginning 2499' from DER, 92' right of centerline, up to 139' AGL/789' MSL.

LA POINTE, WI

MADLINE ISLAND (4R5)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. w/ min. climb of 213' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22**, Climb heading 220° to 1200 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. **Rwy 22**, trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL

MARSHALL COUNTY (C75)

AMDT 2 89236 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 36**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1800 before turning.

LADYSMITH, WI

RUSK COUNTY (RCX)
ORIG 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwys 19**, 300-1 or std. with a min. climb of 430' per NM to 1500.

LAKE GENEVA, WI

GRAND GENEVA RESORT (C02)
ORIG 03079 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climb runway heading to 1500 before turning westbound.

LAND O'LAKES, WI

KINGS LAND O'LAKES (LNL)
AMDT 4 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-obstacles.
NOTE: **Rwy 14**, road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL. **Rwy 32**, trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right of centerline, 125' AGL/1833' MSL.

LINCOLN, IL

LOGAN COUNTY (AAA)
AMDT 1 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-½ or std. with a min. climb of 341' per NM to 800.
NOTE: **Rwy 21**, spire 2193' from departure end of runway, 208' left of centerline, 96' AGL/686' MSL.

LITCHFIELD, IL

LITCHFIELD MUNI (3LF)
AMDT 3 05300 (FAA)

NOTE: **Rwy 9**, tower 1058' left of departure end of runway, 132' AGL/822' MSL.

LONE ROCK, WI

TRI COUNTY RGNL (LNR)
AMDT 4 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 600-1¾, or 1000-2½ for climb in visual conditions. **Rwys 18, 36**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwys 9, 27**, for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 9**, terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129' MSL. Road beginning 244' from departure end of runway, 330' left of centerline, up to 17' AGL/733' MSL. Terrain and trees beginning 18' from departure end of runway, 235' right of centerline, up to 100' AGL/722' MSL. **Rwy 27**, building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway, 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway, on centerline, up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL/752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB, IL

MACOMB MUNI (MQB)
AMDT 1 89236 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1700 before turning right. **Rwy 27**, climb runway heading to 1700 before turning left.

MADISON, WI

BLACKHAWK AIRFIELD (87Y)
ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2 or std. with a min. climb of 220' per NM to 1300.

DANE COUNTY RGNL-TRUAX FIELD (MSN)
AMDT 7 03219 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. **Rwy 21**, (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.

NOTE: **Rwy 36**, tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.

MANITO, IL

MANITO MITCHELL (C45)
AMDT 2 82105 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 36**, 300-1.

MANITOWOC, WI

MANITOWOC COUNTY (MTW)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 072° to 1200 before proceeding on course. **Rwy 25**, climb heading 252° to 1200 before proceeding on course.

NOTE: **Rwy 7**, tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL. **Rwy 17**, stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL. Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL. Flaggpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL. Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL. **Rwy 25**, tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL. **Rwy 35**, trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.

MARION, IL

WILLIAMSON COUNTY RGNL (MWA)

ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 600-3 or std. with a min. climb of 222' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 11**, Climb via heading 107° to 1100 before turning left.

NOTE: **Rwy 2**, multiple trees beginning 291' from departure end of runway, 265' left of centerline, up to 106' AGL/543' MSL. **Rwy 11**, multiple poles beginning 802' from departure end of runway, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1427' from departure end of runway, 594' right of centerline, 81' AGL/528' MSL. Tank 5216' from departure end of runway, 800' right of centerline, 164' AGL/601' MSL. Tower 3.16 NM from departure end of runway, 1.32 NM left of centerline, 490' AGL/980' MSL. **Rwy 20**, multiple trees beginning 1744' from departure end of runway, 823' right of centerline, up to 68' AGL/521' MSL. **Rwy 29**, wind sock 341' from departure end of runway, 291' left of centerline, 11' AGL/461' MSL. Multiple trees beginning 559' from departure end of runway, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1488' from departure end of runway, 1346' right of centerline, 77' AGL/530' MSL.

MARSHFIELD, WI

MARSHFIELD MUNI (MFI)

ORIG 06271 (FAA)

NOTE: **Rwy 34**, multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359' MSL.

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)

AMDT 4 09351 (FAA)

NOTE: **Rwy 11**, trees beginning 1842' from DER, 869' left of centerline, up to 100' AGL/803' MSL.

MEDFORD, WI

TAYLOR COUNTY (MDZ)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL. **Rwy 16**, trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL. Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL. **Rwy 27**, tower 2839' from DER, 1111' left of centerline, 150' AGL/1580' MSL. Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL. Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSL. **Rwy 34**, terrain, trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM)

ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36**, 300-1.

MERRILL, WI

MERRILL MUNI (RRL)

ORIG 07242 (FAA)

NOTE: **Rwy 7**, bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL. Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/1329' MSL. Building 358' from departure end of runway, 451' right of centerline, 21' AGL/1327' MSL. Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. **Rwy 16**, multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439' MSL. **Rwy 25**, bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline, 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL. **Rwy 34**, multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD (C29)

AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. with a min. climb of 468' per NM to 1300. **Rwys 1, 19**, NA-turf.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 101° to 2600 before proceeding on course. **Rwy 28**, climb via heading 281° to 2600 before proceeding on course.

NOTE: **Rwy 28**, multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032' MSL.

MILWAUKEE, WI

GENERAL MITCHELL INTL (MKE)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7R**, 300-1½ or std. with a min. climb of 300' per NM to 1100. **Rwy 31**, 300-1½ or std. w/ a min. climb of 257' per NM to 1000.

NOTE: **Rwy 1R**, antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL. **Rwy 1L**, fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole, 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL. **Rwy 7R**, multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.21 NM from DER, 1164' left of centerline, 180' AGL/891' MSL. **Rwy 7L**, hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL. **Rwy 13**, multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. **Rwy 19L**, tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. **Rwy 19R**, tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL. **Rwy 25L**, tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. **Rwy 25R**, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER, 363' right of centerline, 26' AGL/702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

GENERAL MITCHELL INTL (CON'T)

Rwy 31, fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hangar, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees, beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL. Tank, 1.10 NM from DER, 742' right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC)

ORIG 93035 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R, 15L/R**, climb to 2100 before turning east.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F. LEE MEMORIAL FIELD (ARV)

ORIG 09351 (FAA)

NOTE: **Rwy 10**, trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL. **Rwy 18**, trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL. **Rwy 28**, trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL. **Rwy 36**, trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL. Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.

MOLINE, IL

QUAD-CITY INTL (MLI)

AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 220' per NM to 800. **Rwy 13**, 300-1½ or std. with a min. climb of 250' per NM to 900. **Rwy 23**, 300-1 or std. with a min. climb of 285' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 048° to 3000 before turning left. **Rwy 9**, climb via heading 090° to 1600 before turning. **Rwy 13**, climb via heading 126° to 1600 before turning. **Rwy 23**, climb via heading 228° to 1600 before turning. **Rwy 27**, climb via heading 270° to 1600 before turning. **Rwy 31**, climb via heading 306° to 3000 before turning right.

NOTE: **Rwy 9**, trees 4800' from departure end of runway, 1472' right of centerline, 30' AGL/740' MSL. **Rwy 13**, trees beginning 5117' from departure end of runway, 1351' right of centerline, up to 50' AGL/775' MSL. **Rwy 23**, numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757' MSL.

MONEE, IL

BULT FIELD (C56)
ORIG 09071 (FAA)

NOTE: **Rwy 9**, vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL. **Rwy 27**, vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL

MONMOUTH MUNI (C66)
AMDT 2 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20**, 400-2.

MONROE, WI

MONROE MUNI (EFT)
AMDT 2 09127 (FAA)

NOTE: **Rwy 2**, vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL. **Rwy 12**, trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL. **Rwy 20**, trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL. **Rwy 30**, trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

MORRIS, IL

MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)
ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. w/ min. climb of 320' per NM to 1000.
NOTE: **Rwy 18**, tree 511' from departure end of runway, 607' right of centerline, 100' AGL/659' MSL. Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. **Rwy 36**, trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

MOSINEE, WI

CENTRAL WISCONSIN (CWA)
ORIG 85185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1.
DEPARTURE PROCEDURE: **Rwy 35**, (northbound departures 350° CW 045°) climbing left turn to 3500 via AUWR-270 before turning on course.

MOUNT CARMEL, IL

MOUNT CARMEL MUNI (AJG)
ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. with a min. climb of 340' per NM to 700.

MOUNT STERLING, IL

MOUNT STERLING MUNI (I63)
ORIG 09183 (FAA)

NOTE: **Rwy 18**, trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. **Rwy 36**, vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, IL

MOUNT VERNON (MVN)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb via heading 331° to 1300 before turning left.
NOTE: **Rwy 5**, multiple trees beginning 1615' from departure end of runway, 7' left of centerline, up to 134' AGL/602' MSL, antenna 2477' from departure end of runway, 990' right of centerline, 79' AGL/547' MSL, tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL. **Rwy 15**, multiple trees beginning 712' from departure end of runway, 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway, 465' left of centerline, 70' AGL/527' MSL, railroad 608' from departure end of runway, 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. **Rwy 23**, multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL, railroad 238' from departure end of runway, 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline, up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. **Rwy 33**, multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585' MSL.

NEW LISBON, WI

MAUSTON-NEW LISBON UNION (82C)
ORIG 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

NEW RICHMOND, WI

NEW RICHMOND RGNL (RNH)
ORIG 07354 (FAA)

NOTE: **Rwy 14**, multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. **Rwy 32**, vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.

OSCEOLA, WI

L.O. SIMENSTAD MUNI (OEO)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-environmental.

NOTE: **Rwy 10**, multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL. **Rwy 28**, multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.

OSHKOSH, WI

WITTMAN RGNL (OSH)

ORIG 08157 (FAA)

NOTE: **Rwy 4**, vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline, up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGL/869' MSL. **Rwy 9**, vehicle on road 620' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223' from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL. **Rwy 13**, trees, buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway, 350' left of centerline, 72' AGL/841' MSL. **Rwy 22**, vehicle on road 830' from departure end of runway, on centerline, 15' AGL/814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSL. Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/883' MSL. **Rwy 27**, trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and traffic signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL. **Rwy 31**, trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL. **Rwy 36**, antenna on building 551' from departure end of runway, 263' right of centerline, 14' AGL/803' MSL.

PARIS, IL

EDGAR COUNTY (PRG)

ORIG 07354 (FAA)

NOTE: **Rwy 9**, trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. **Rwy 27**, elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

PARK FALLS, WI

PARK FALLS MUNI (PKF)

ORIG 99028 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 3400 before turning east.

PAXTON, IL

PAXTON (1C1)

ORIG 86184 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 2400 before turning left. **Rwy 36**, climb runway heading to 2400 before turning right.

PEKIN, IL

PEKIN MUNI (C15)

ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27**, rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

PEORIA, IL

GREATER PEORIA RGNL (PIA)

ORIG 05076 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 126° to 1400 before turning left.

NOTE: **Rwy 4**, tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. **Rwy 13**, multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. **Rwy 22**, tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. **Rwy 31**, tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

MOUNT HAWLEY AUXILIARY (3MY)

AMDT 2 09239 (FAA)

NOTE: **Rwy 18**, train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. **Rwy 36**, rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A.

DUNCAN FIELD (VYS)

ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 195° to 1400 before turning east.

PHILLIPS, WI

PRICE COUNTY (PBH)
ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with climb of 240' per NM to 1800.

PLATTEVILLE, WI

PLATTEVILLE MUNI (PVB)
ORIG 09239 (FAA)

NOTE: **Rwy 7**, vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL. Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL. Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL. Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL. **Rwy 25**, tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL. **Rwy 15**, tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL. Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

PONTIAC, IL

PONTIAC MUNI (PNT)
ORIG 08213 (FAA)

NOTE: **Rwy 24**, multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway, 1040' right of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway, 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL

POPLAR GROVE (C77)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1 or std. with a min. climb of 310' per NM to 1000. **Rwys 9, 12, 17, 27, 35**, NA.

PORTAGE, WI

PORTAGE MUNI (C47)
AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 22**, 300-1 or std. with a min. climb of 265' per NM to 1000.

PRAIRIE DU CHIEN, WI

PRAIRIE DU CHIEN MUNI (PDC)
AMDT 3 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29, 32**, 800-2 or std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 11, 29, 14, 32**, climb to 2000 before turning on course.

NOTE: **Rwy 29**, tower 9416' right of departure end of runway, 300' AGL/1440' MSL.

PRAIRIE DU SAC, WI

SAUK-PRAIRIE (91C)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course.

NOTE: **Rwy 18**, utility pole, 330' from departure end of runway, 325' right of centerline, 19' AGL/839' MSL. Trees beginning 802' from departure end of runway, 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL. **Rwy 36**, navigation light top 15' from departure end of runway, 35' right of centerline, 2' AGL/833' MSL. Navigation light top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL. Silo top 855' from departure end of runway, 414' left of centerline, up to 33' AGL/864' MSL. Trees beginning 967' from departure end of runway, 611' left of centerline, up to 60' AGL/891' MSL.

QUINCY, IL

QUINCY RGNL-BALDWIN FIELD (UIN)
ORIG 07242 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL. **Rwy 18**, multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. **Rwy 22**, tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. **Rwy 36**, multiple trees beginning 4' from departure end of runway, 165' right of centerline, up to 91' AGL/820' MSL.

RACINE, WI

JOHN H. BATTEN (RAC)
AMDT 4 84243 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1.

RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK ELLIOTT
FLD (TIP)
ORIG 08101 (FAA)

NOTE: **Rwy 9**, Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

REEDSBURG, WI

REEDSBURG MUNI (C35)
AMDT 1 85325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 300-1. DEPARTURE PROCEDURE: **Rwy 25**, climb to 2300 on runway heading before turning northbound. **Rwy 36**, climb to 2300 on runway heading before turning westbound.

RHINELANDER, WI

RHINELANDER-ONEIDA COUNTY (RHI)
AMDT 3 98225 (FAA)

DEPARTURE PROCEDURE: **Rwys 9, 15**, climb runway heading to 3900 before turning north.

RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD)
ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. **Rwy 31**, climb via heading 310° to 1900 before turning left.

NOTE: **Rwy 13**, trees 1550' from departure end of runway, 200' right of centerline, 67' AGL/1167' MSL.

Rwy 19, trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. **Rwy 31**, trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)
AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,17**, NA. **Rwy 27**, 400-2 or std. with a min. climb of 491' per NM to 1300. **Rwy 35**, 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

ROBINSON MUNI (RSV)
ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees 2285' from departure end of runway, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. **Rwy 17**, tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. **Rwy 27**, trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. **Rwy 35**, road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

ROCHELLE, IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: **Rwy 7**, tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD (3K6)
ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1.

SALEM, IL

SALEM-LECKRONE (SLO)
AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-2 or std. with a min. climb of 280' per NM to 900.

SHAWANO, WI

SHAWANO MUNI (EZS)
AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 600-3 or std. w/ min. climb of 329' per NM to 1600. **Rwy 17**, 300-2 or std. w/ min. climb of 245' per NM to 1200. **Rwy 29**, 300-1½ or std. w/ min. climb of 248' per NM to 1100.

NOTE: **Rwy 11**, tower 2.3 NM from departure end of runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. **Rwy 17**, multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL. Elevator 5839' from departure end of runway, 738' right of centerline, 149' AGL/979' MSL. **Rwy 29**, multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019' MSL. **Rwy 35**, ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway, 724' left of centerline, up to 100' AGL/909' MSL.

SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM)
AMDT 1 09351 (FAA)

NOTE: **Rwy 13**, vehicle on road 744' from DER, west to east, 15' AGL/764' MSL. Trees beginning 302' from DER, 105' left of centerline, up to 56' AGL/796' MSL. **Rwy 21**, vehicle on road 143' from DER, east to northwest, 15' AGL/774' MSL. Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL. Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL. Tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL. Obstruction light on localizer, 157' from DER, 4' left of centerline, 11' AGL/750' MSL. Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL. **Rwy 31**, pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL. Trees 70' from DER, 352' right of centerline, 56' AGL/806' MSL. Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL. Trees 2227' from DER, 17' right of centerline, 71' AGL/821' MSL. Trees 1604' from DER, 32' left of centerline, 92' AGL/842' MSL. Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL.

SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 200-1¼ or std. w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 32**, 200-1 ¼ or std. w/ min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 14**, Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. **Rwy 32**, vehicle and road 84' from departure end of runway, 3' left of centerline, up to 15' AGL/1264' MSL. Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/1272' MSL. Trees 2467' from departure end of runway, 853' right of centerline, up to 100' AGL/1349' MSL. Trees 2645' from departure end of runway, 100' left of centerline, up to 100' AGL/1419' MSL.

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD

(SAR)

ORIG 04106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**SPARTA, WI**

SPARTA/FORT MC COY (CMY)

AMDT 1 90123 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 11, 29**, climb on runway heading to 1400' before turning on course.

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)

ORIG 05300 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. **Rwy 13**, bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL. **Rwy 18**, tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM from departure end of runway, 1.2 NM left of centerline, 405' AGL/1000' MSL. **Rwy 31**, multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL. **Rwy 36**, multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670' MSL. Rod on tower 2397' from departure end of runway, 501' right of centerline, 55' AGL/653' MSL.

STERLING-ROCKFALLS, IL

WHITESIDE COUNTY-JOSEPH H. BITTORF

FIELD (SQI)

ORIG 08325 (FAA)

NOTE: **Rwy 7**, elevator 3095' from departure end of runway, 1099' right of centerline, 91' AGL/741' MSL.

Rwy 18, vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL. Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway, 120' right of centerline, 29' AGL/669' MSL. Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. **Rwy 25**, multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL.

Rwy 36, vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL. Tree 564' from departure end of runway, 103' right of centerline, 11' AGL/662' MSL.

STEVENS POINT, WI

STEVENS POINT MUNI (STE)

ORIG 09015 (FAA)

NOTE: **Rwy 3**, trees beginning 1175' from departure end of runway, 649' left of centerline, 54' AGL/1173' MSL.

Tree 2693' from departure end of runway, 556' right of centerline, 62' AGL/1181' MSL. **Rwy 21**, trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline, up to 45' AGL/1153' MSL. **Rwy 12**, poles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL. Trees beginning 757' from departure end of runway, 27' right of centerline, up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. **Rwy 30**, building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL. Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81' AGL/1210' MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)

ORIG 07242 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1700 before turning east.

NOTE: **Rwy 2**, 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. **Rwy 10**, 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. **Rwy 20**, multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. **Rwy 28**, vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.

SUPERIOR, WI

RICHARD I. BONG (SUW)
AMDT 5 98281 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2500 before turning west. **Rwy 31**, climb runway heading to 2500 before turning north.

TAYLORVILLE, IL

TAYLORVILLE MUNI (TAZ)
ORIG 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-no survey data.

NOTE: **Rwy 18**, numerous trees 1000' from departure end of runway, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL. **Rwy 36**, numerous trees 1580' from departure end of runway, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAHAWK, WI

TOMAHAWK RGNL (TKV)
ORIG 08269 (FAA)

NOTE: **Rwy 9**, tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. **Rwy 27**, tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL. Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGL/1495' MSL.

VIROQUA, WI

VIROQUA MUNI (Y51)
ORIG-A 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-unsurveyed turf runways. **Rwy 11**, NA. Obstacle.

VOLK FIELD (KVOK)

CAMP DOUGLAS, WI. 07186

TAKE-OFF OBSTACLES: **Rwy 27**: Trees 80' AGL/1019' MSL, 2537' from DER, 983' right of centerline. Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. **Rwy 9**: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline.

WATERTOWN, WI

WATERTOWN MUNI (RYV)

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 2500 before heading west. **Rwy 29**, climb runway heading to 2500 before turning north.

WAUKESHA, WI

WAUKESHA COUNTY (UES)
AMDT 6 09127(FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-2½ or std. with a min. climb of 316' per NM to 1400.

NOTE: **Rwy 10**, light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL. **Rwy 18**, vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL. **Rwy 28**, vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL. **Rwy 36**, rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI

WAUPACA MUNI (PCZ)
AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-2 or std with a min. climb of 317' per NM to 1300.

NOTES: **Rwy 10**, trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. **Rwy 13**, road and vehicle 240' from departure end of runway, 275' right of centerline, 29' AGL/832' MSL. **Rwy 28**, trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL. **Rwy 31**, trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI

WAUSAU DOWNTOWN (AUW)
AMDT 4 86044 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1.

Rwy 4, 400-1. **Rwy 12**, 300-1. **Rwy 22**, 700-1.

DEPARTURE PROCEDURE: **All runways**: West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course.

Rwy 4, North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.

WAUTOMA, WI

WAUTOMA MUNI (Y50)

ORIG 98225 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb runway
heading to 1800 before turning north.

RNAV (GPS) RWY 36

AMERY MUNI (AHH)

APP CRS 357°	Rwy Idg 4001
	TDZE 1088
	Apt Elev 1088



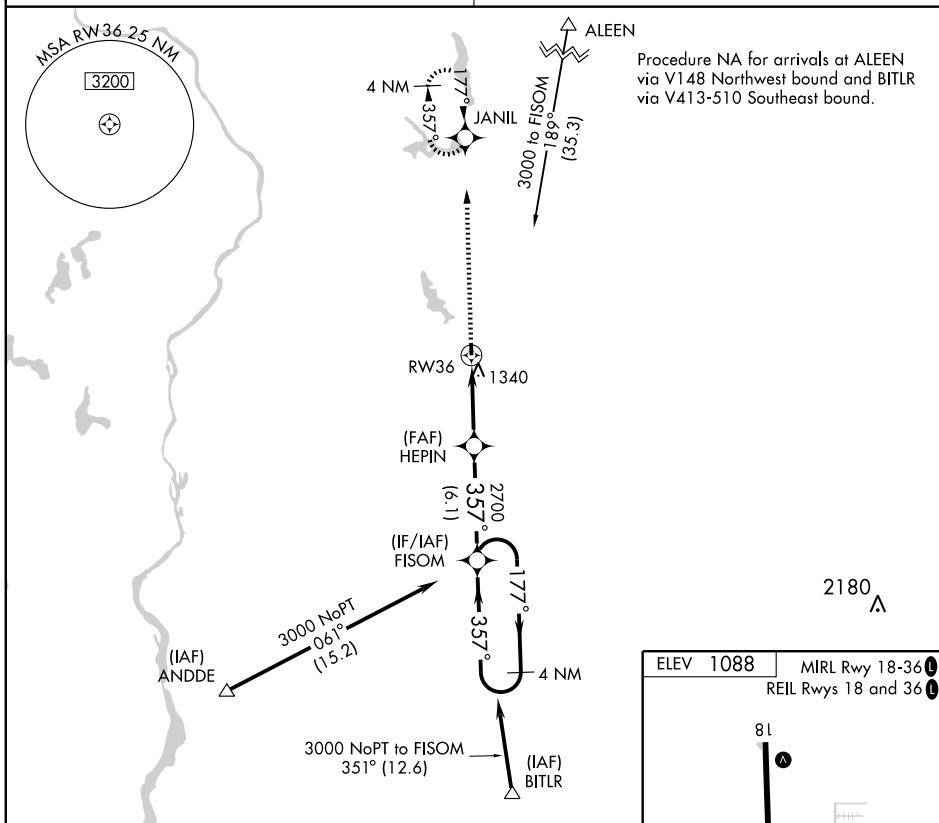
NA

Use L. O. Simenstad Muni altimeter setting; if not received, use Minneapolis-St. Paul Intl/Wold-Chamberlain altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

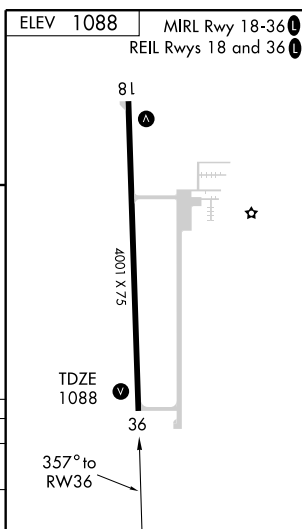
MISSED APPROACH: Climb to 3000 direct JANIL and hold.

MINNEAPOLIS CENTER
125.3 335.6

UNICOM
122.8 (CTAF)



3000	JANIL				
CATEGORY	A	B	C	D	
LNAV MDA	1700-1	612 (700-1)	1700-1¾ 612 (700-1¾)	NA	
CIRCLING	1760-1	672 (700-1)	1760-2 672 (700-2)	NA	



NDB AIG
347

APP CRS
180°

Rwy Idg	4001
TDZE	1521
Apt Elev	1521

NDB RWY 16

ANTIGO/LANGLADE COUNTY (AIG)



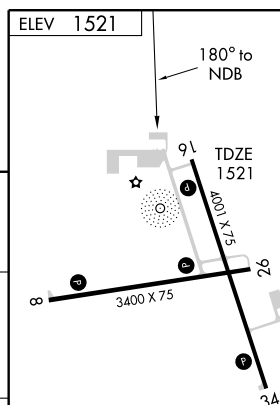
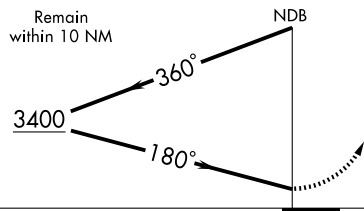
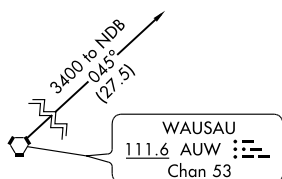
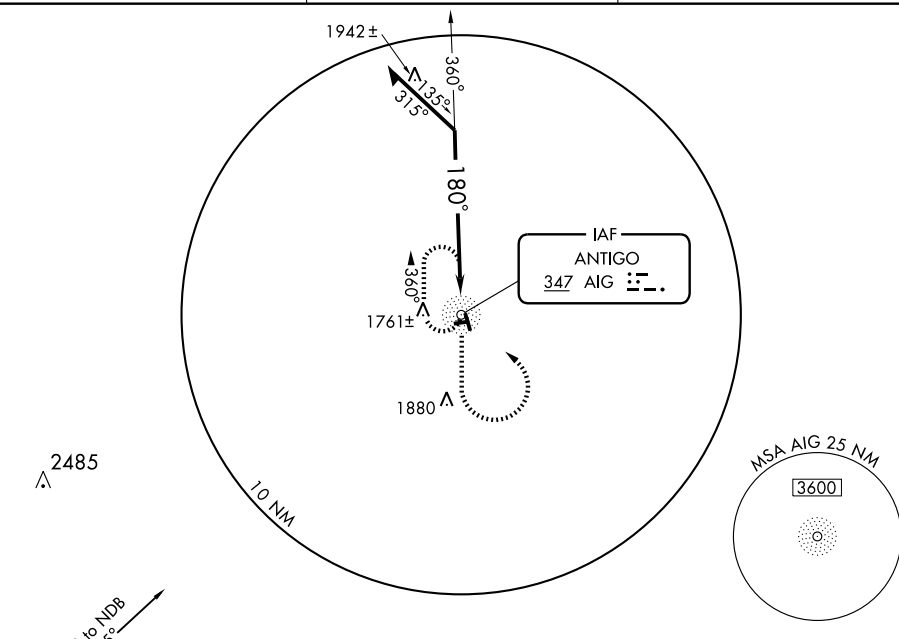
When local altimeter setting not received, use Wausau altimeter setting and increase all MDAs 120 feet and increase visibility Cat A ¼ mile, Cat C and D ½ mile.

MISSED APPROACH: Climb to 3400 then left turn direct AIG NDB and hold.

AWOS-3
119.075

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-16	2300-1 779 (800-1)	2300-1¼ 779 (800-1¼)	2300-2¼ 779 (800-2¼)	2300-2½ 779 (800-2½)
CIRCLING	2300-1 779 (800-1)	2300-1¼ 779 (800-1¼)	2300-2¼ 779 (800-2¼)	2300-2½ 779 (800-2½)

REIL Rwys 16 and 34 **L**
MIRL Rwys 16-34 and 8-26 **L**

Knots	60	90	120	150	180
Min:Sec					

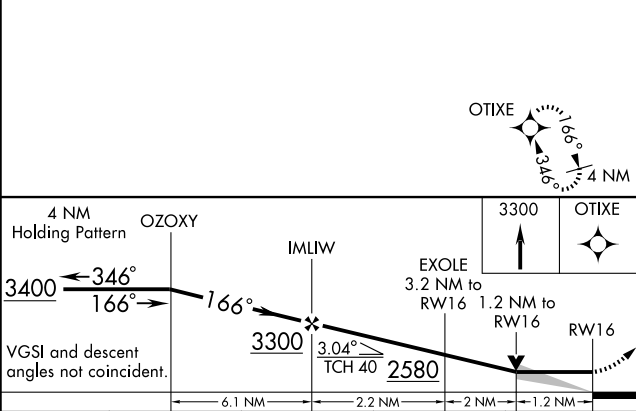
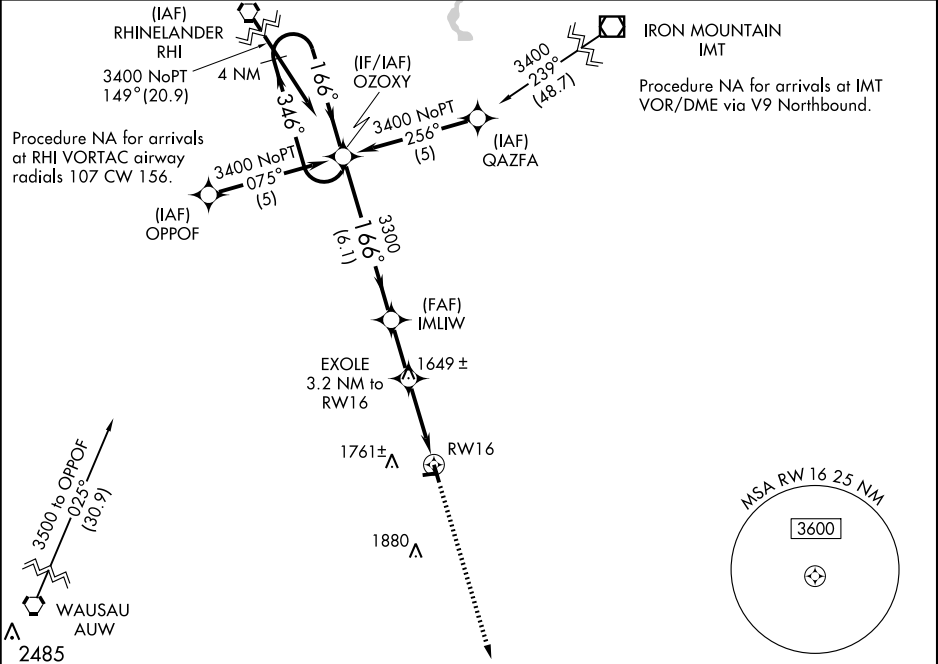
APP CRS	Rwy Idg	4001
166°	TDZE	1521
	Apt Elev	1521

RNAV (GPS) RWY 16

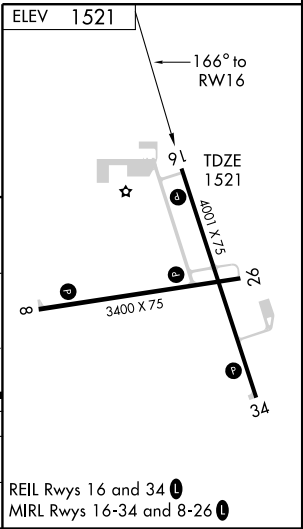
ANTIGO/ LANGLADE COUNTY (AIG)

<p>▼ DME/DME RNP-0.3 NA. VDP NA when using Wausau altimeter setting. ▲ When local altimeter setting not received, use Wausau altimeter setting and increase all MDAs 120 feet and visibility Cats C and D ½ mile.</p>	<p>MISSED APPROACH: Climb to 3300 direct OTIXE and hold.</p>
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AWOS-3 119.075	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1920-1 399 (400-1)			1920-1¼ 399 (400-1¼)
CIRCLING	2120-1 599 (600-1)		2120-1½ 599 (600-1½)	2120-2 599 (600-2)



APP CRS	Rwy Idg	4001
346°	TDZE	1521
	Apt Elev	1521

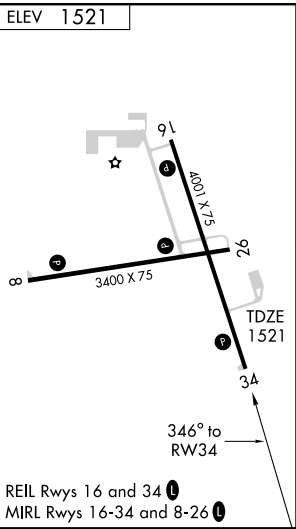
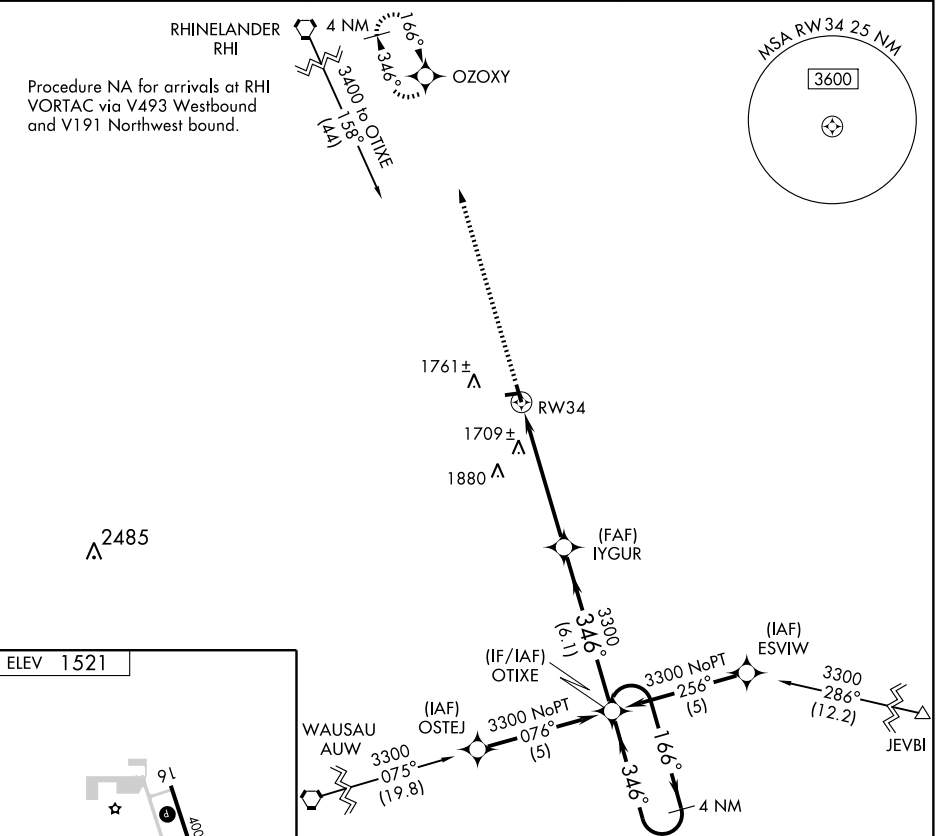
RNAV (GPS) RWY 34

ANTIGO/LANGLADE COUNTY (AIG)

⚠ DME/DME RNP-0.3 NA. VDP NA when using Wausau altimeter setting.
⚠ When local altimeter setting not received, use Wausau altimeter setting and increase all MDAs 120 feet, increase LNAV visibilities Cat C and D ¼ mile, Circling Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 3400 direct OZOXY and hold.

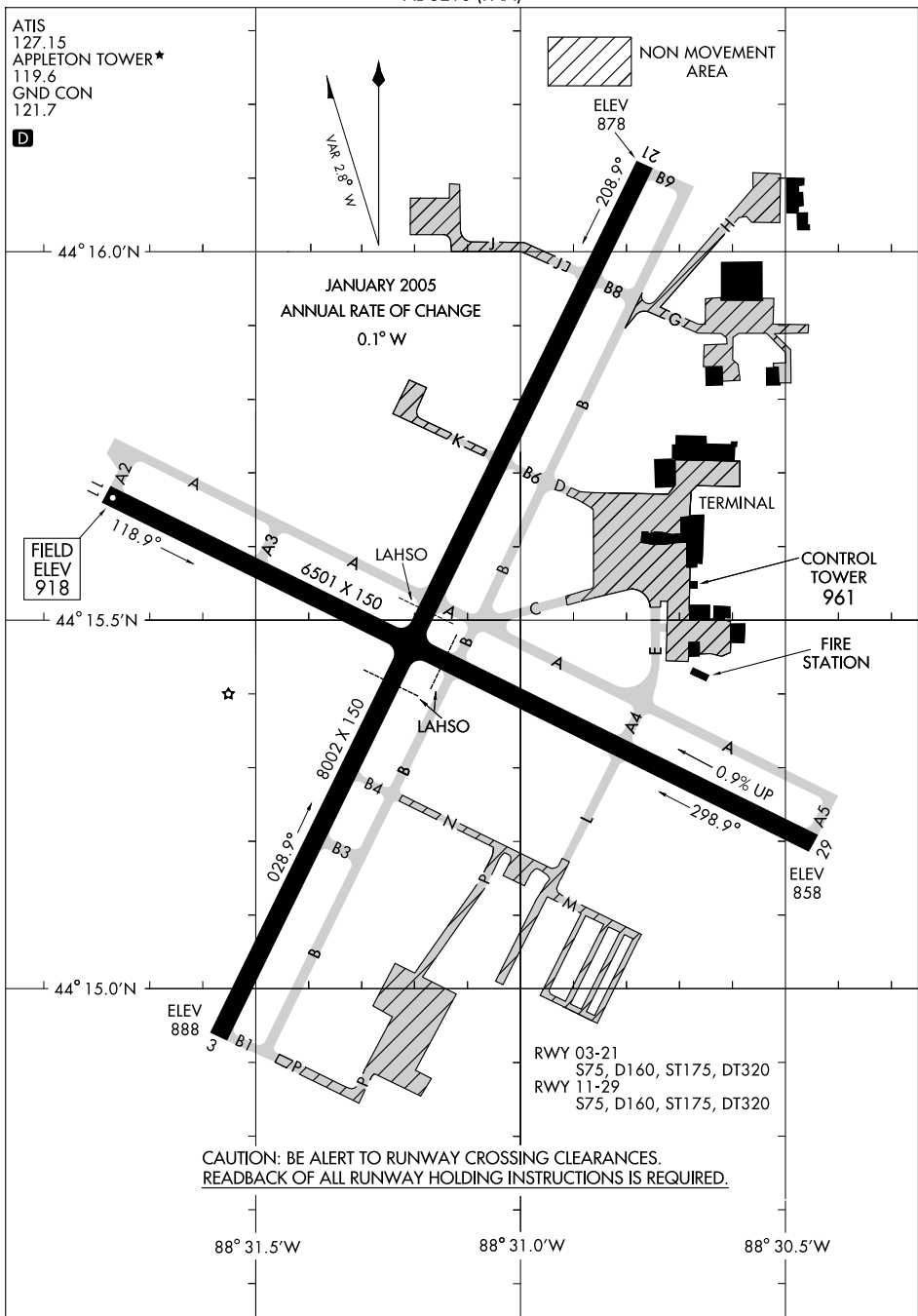
AWOS-3 119.075	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 1
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3400	OZOXY	IYBUR	OTIXE	4 NM Holding Pattern
↑	✧			
1.3 NM to RW34		3300	346°	166°
3.05° TCH 39			346°	3300
1.3	4.1 NM	6.1 NM		
CATEGORY	A	B	C	D
LNAV MDA	1960-1	439 (500-1)	1960-1¼ 439 (500-1¼)	1960-1½ 439 (500-1½)
CIRCLING	2120-1	599 (600-1)	2120-1½ 599 (600-1½)	2120-2 599 (600-2)

EC-3.17 DEC 2009 to 14 JAN 2010

D

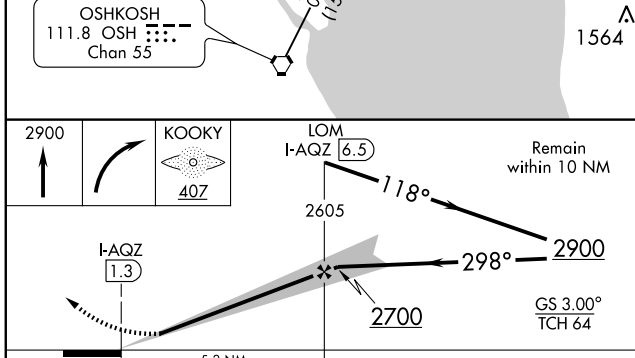
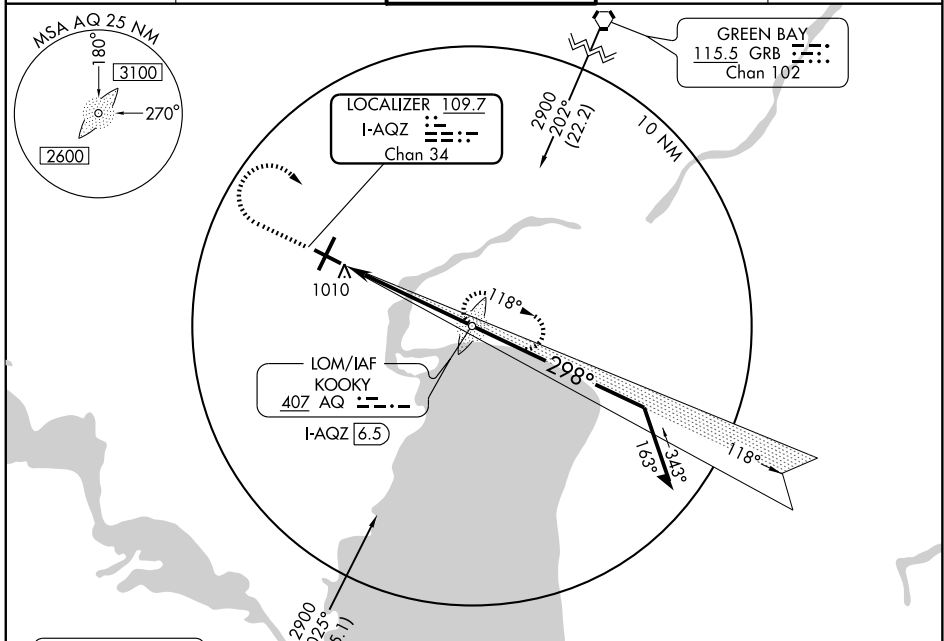


LOC/DME I-AQZ	APP CRS	Rwy Idg
109.7	298°	6501
Chan 34		TDZE
		875
		Apt Elev
		918

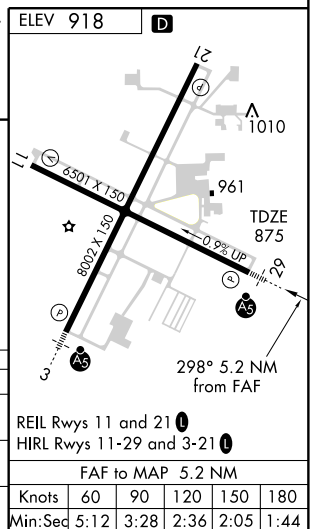
ILS RWY 29

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

A For inoperative MALSR increase S-LOC 29 Cat. D visibility ¼ mile. ADF REQUIRED.		MALSR 	MISSED APPROACH: Climb to 2900, then right turn direct KOOKY LOM and hold.	
ATIS 127.15	GREEN BAY APP CON★ 126.3 338.2	APPLETON TOWER★ 119.6 (CTAF)	GND CON 121.7	UNICOM 122.95



CATEGORY	A	B	C	D
S-ILS 29	1075-½ 200 (200-½)			
S-LOC 29	1220-½ 345 (400-½)		1220-¾ 345 (400-¾)	
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



WAAS CH 56223 W03A	APP CRS 028°	Rwy Idg 8002 TDZE 888 Apt Elev 918
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RNAV (GPS) RWY 3

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Austin Straubel Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro/VNAV and VDP NA when using Austin Straubel Intl altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cots.

MALSR



MISSED APPROACH: Climb to 2700 direct ASIGE and hold.

ATIS
127.15

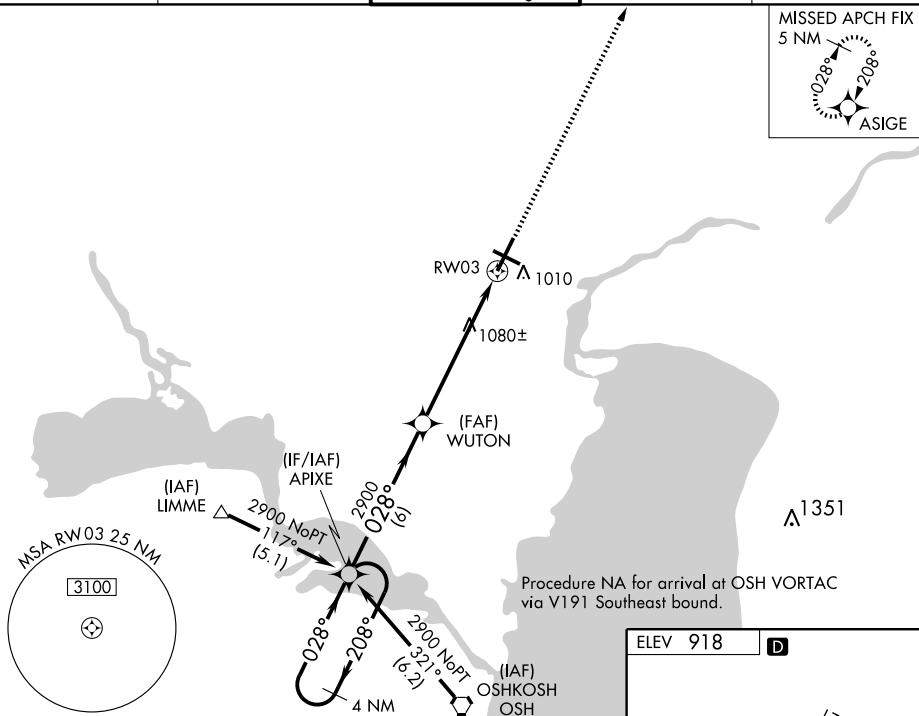
GREEN BAY APP CON★
126.3 338.2

APPLETON TOWER★
119.6(CTAF) L

GND CON
121.7

UNICOM
122.95

MISSED APCH FIX
5 NM



Procedure NA for arrival at OSH VORTAC via V191 Southeast bound.

4 NM
Holding Pattern

APIXE

WUTON

2700

ASIGE

$$\frac{2900}{028^\circ} \xrightarrow{208^\circ} 028^\circ \rightarrow$$

28° →

*1.5 NM
DWO

GS 3.00°
TCH 47

A diagram showing a cross-section of a membrane with a channel. The channel is labeled with a double-headed arrow and the text "6 nm".

— 4.6 NM —

Diagram showing a 1.5 nm wide channel. A black bar representing a protein is positioned within the channel, with arrows indicating its width and position.

LNAB/ VNA	DA
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1232/40 344 (400- $\frac{3}{4}$)

LNAV MDA

1400/24 512 (500-1/2)

1400/50

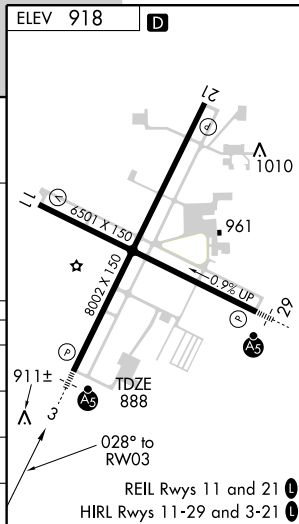
1400/60

CIRCLING

1400-1½ 482 (500-1½)

1400-1½

1480-2

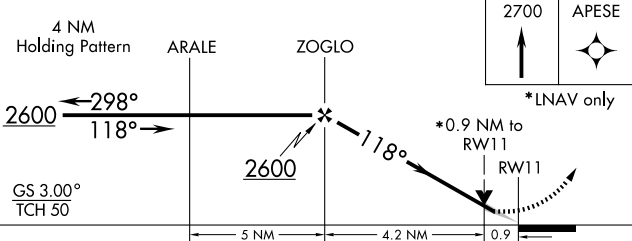
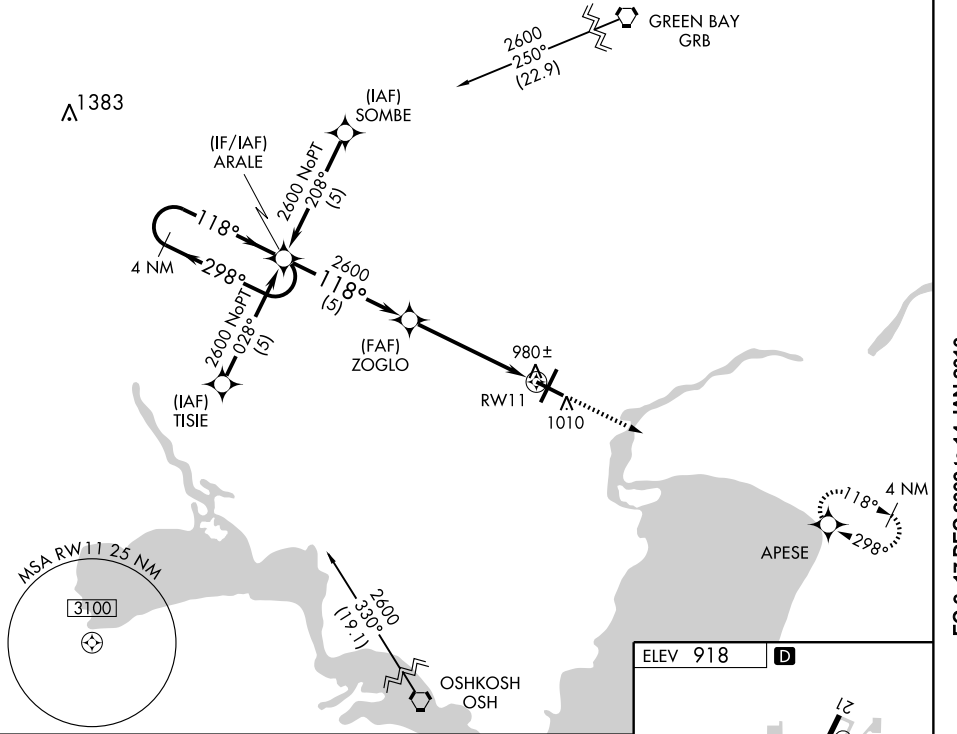


NA

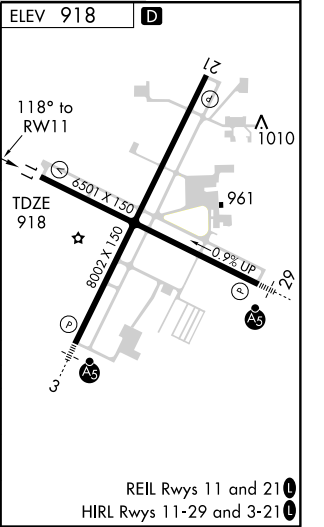
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700
direct APESE WP and hold.

ATIS 127.15	GREEN BAY APP CON★ 126.3 338.2	APPLETON TOWER★ 119.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/VNAV DA	1240-1 322 (400-1)			
RNAV MDA	1240-1 322 (400-1)			
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



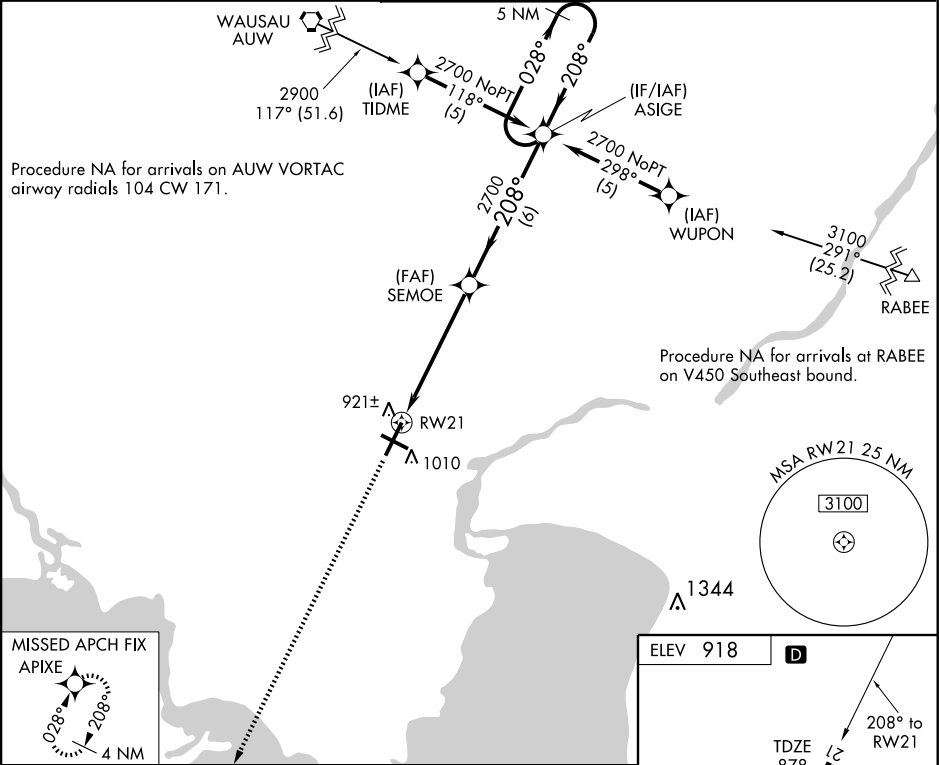
APP CRS	Rwy Idg	8002
208°	TDZE	878
	Apt Elev	918

RNAV (GPS) RWY 21

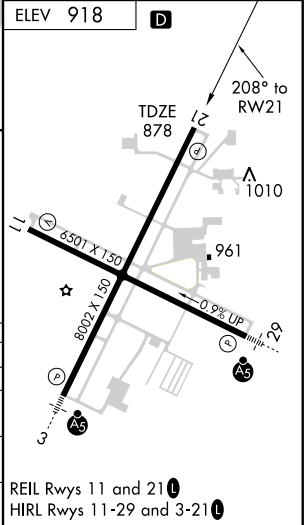
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

<div>▲ Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Austin Straubel Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro/VNAV and VDP NA when using Austin Straubel Intl altimeter setting.</div>	MISSED APPROACH: Climb to 2900 direct APIXE and hold.
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ATIS 127.15	GREEN BAY APP CON★ 126.3 338.2	APPLETON TOWER★ 119.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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2900	APIXE	SEMOE	ASIGE	5 NM Holding Pattern
↑	★			
		*1.1 NM to RWY 21		
		RWY 21		
		*LNAV only		
		1.1	4.4 NM	6 NM
CATEGORY	A	B	C	D
LPV DA		NA		
LNAV/VNAV DA		1204-1	326 (300-1)	
LNAV MDA		1260-1	382 (400-1)	1260-1¼ 382 (400-1¼)
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



APP CRS	Rwy Idg	6501
298°	TDZE	875
	Apt Elev	918

RNAV (GPS) RWY 29

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

A NA GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
For inoperative MALS/R, increase Cat. D visibility to 1¼.

MALSR

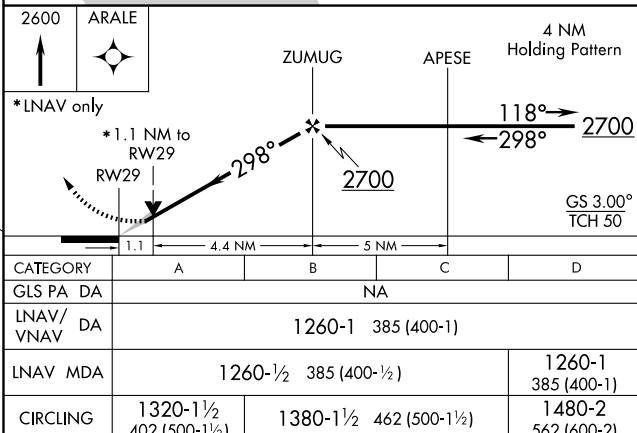
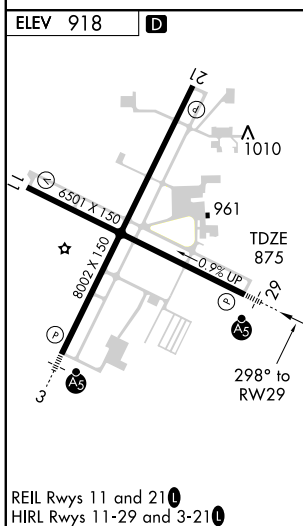
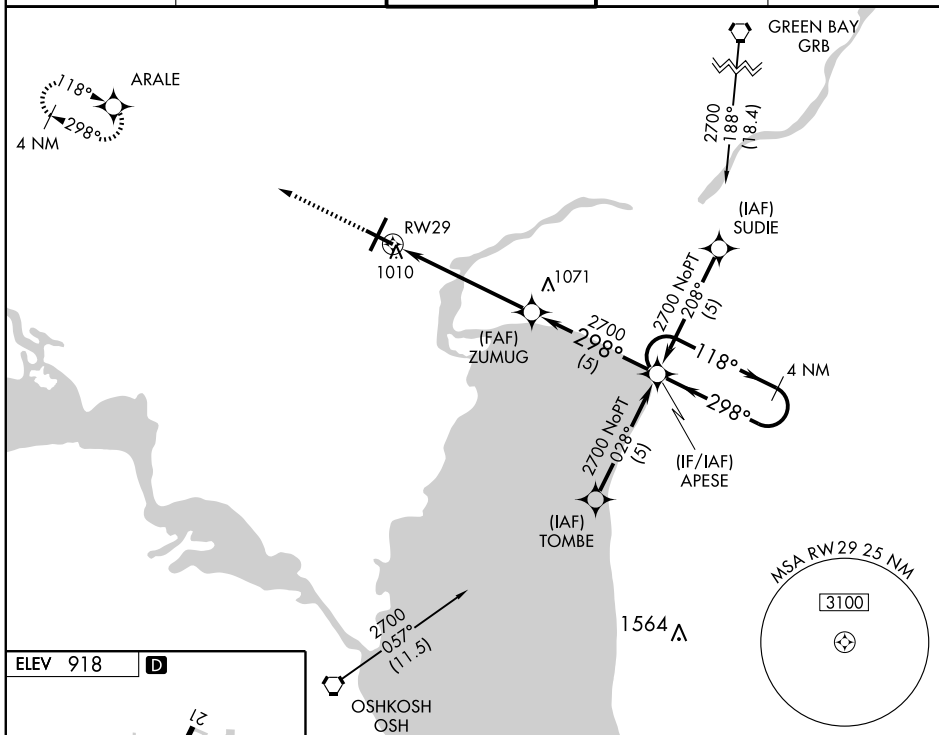
MISSED APPROACH: Climb to 2600 direct ARALE WP hold.

ATIS
127.15

GREEN BAY APP CON★
126.3 338.2

APPLETON TOWER★
119.6 (CTAF) L

GND CON
121.7

UNICOM
122.95

VOR/DME RWY 3

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

VORTAC OSH	APP CRS	Rwy Idg	8002
111.8	002°	TDZE	888
Chan 55		Apt Elev	918

Inoperative table does not apply to Cats. C and D.
For inoperative MALSR increase Cats. A and B
visibility to RVR 5000.



MISSED APPROACH: Climbing left turn to 2700
via OSH R-002 to LANKK/10 DME and hold.

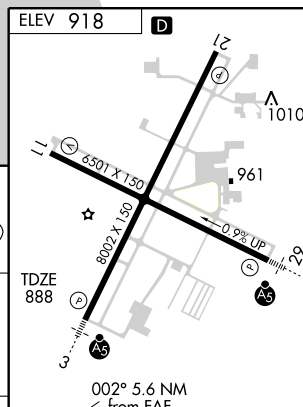
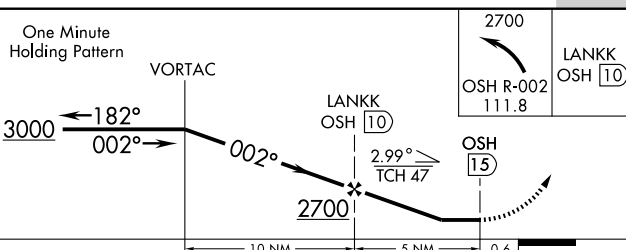
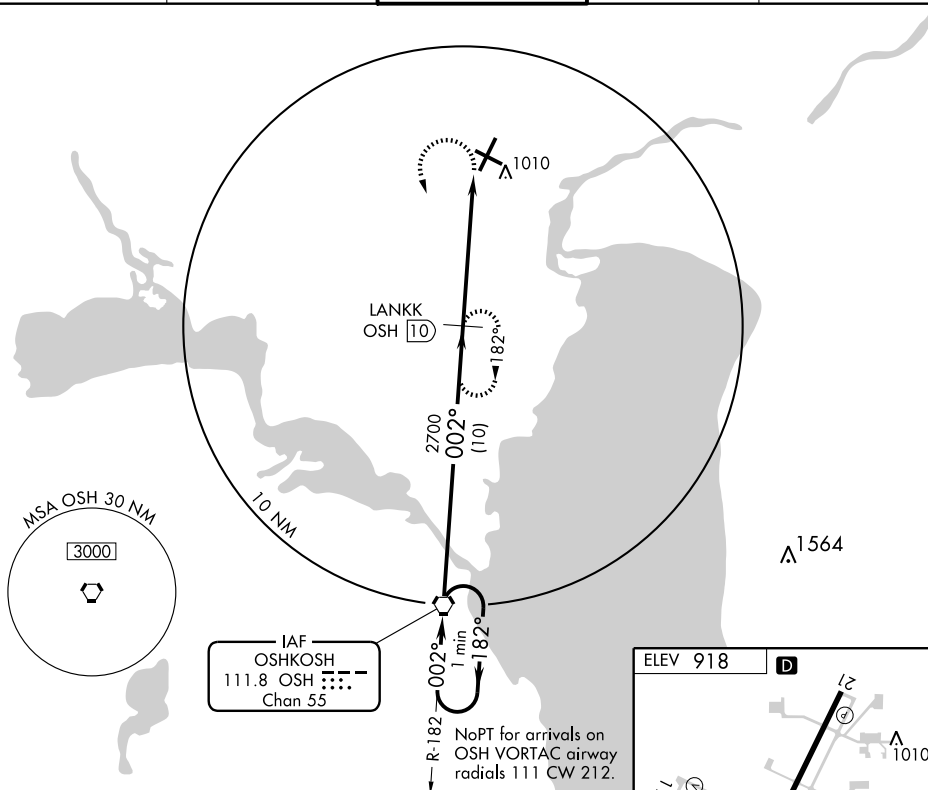
ATIS
127.15

GREEN BAY APP CON★
126.3 338.2

APPLETON TOWER★
119.6 (CTAF) 0

GND CON
121.7

UNICOM
122.95



CATEGORY	A	B	C	D
S-3	1380/40 492 (500-¾)		1380/60 492 (500-1¼)	1380-1½ 492 (500-1½)
CIRCLING	1380-1 462 (500-1)		1380-1½ 462 (500-1½)	1480-2 562 (600-2)

REIL Rwy 11 and 21
HIRL Rwy 11-29 and 3-21

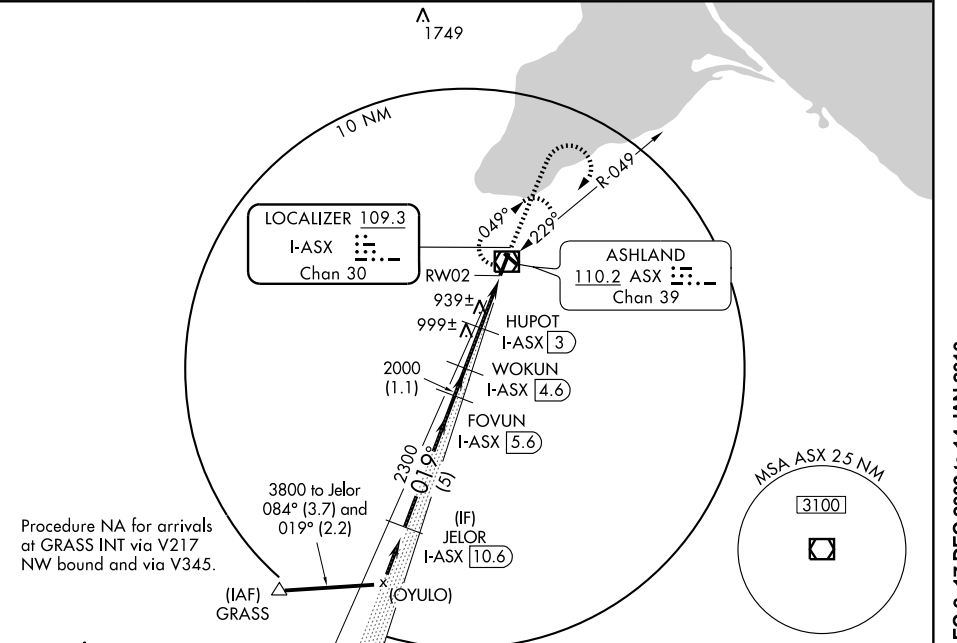
▼

NA

If local altimeter setting not received, use Ironwood altimeter setting and increase all MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 then climbing right turn to 3000 direct ASX VOR/DME and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
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JELOR
I-ASX 10.6

FOVUN
I-ASX 5.6

WOKUN
I-ASX 4.6

HUPOT
I-ASX 3

RW02
I-ASX 1

2600

3000

ASX
110.2

3800

2300

2000

1500

5 NM

1.1 NM

1.6 NM

2 NM

Procedure Turn NA

3.03° TCH 41

019°

019°

019°

019°

CATEGORY	A	B	C	D
S-2	1200-1 375 (400-1)			1200-1¼ 375 (400-1¼)
CIRCLING	1240-1 414 (500-1)	1280-1 454 (500-1)	1280-1½ 454 (500-1½)	1380-2 554 (600-2)

ELEV 826

841

20

878

3498 X 75

0.48 UP 5

837

5197 X 100

019° 3.6 NM from FAF

TDZE 825

REIL Rwy 2 0

MIRL Rwy 2-20 and 13-31 0

Knots	60	90	120	150	180
Min:Sec					

NDB RWY 2

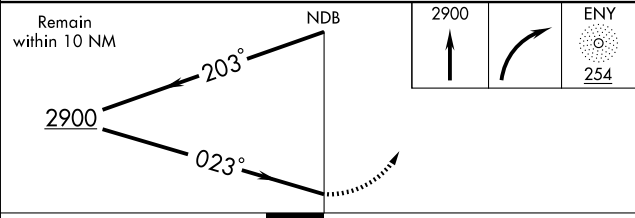
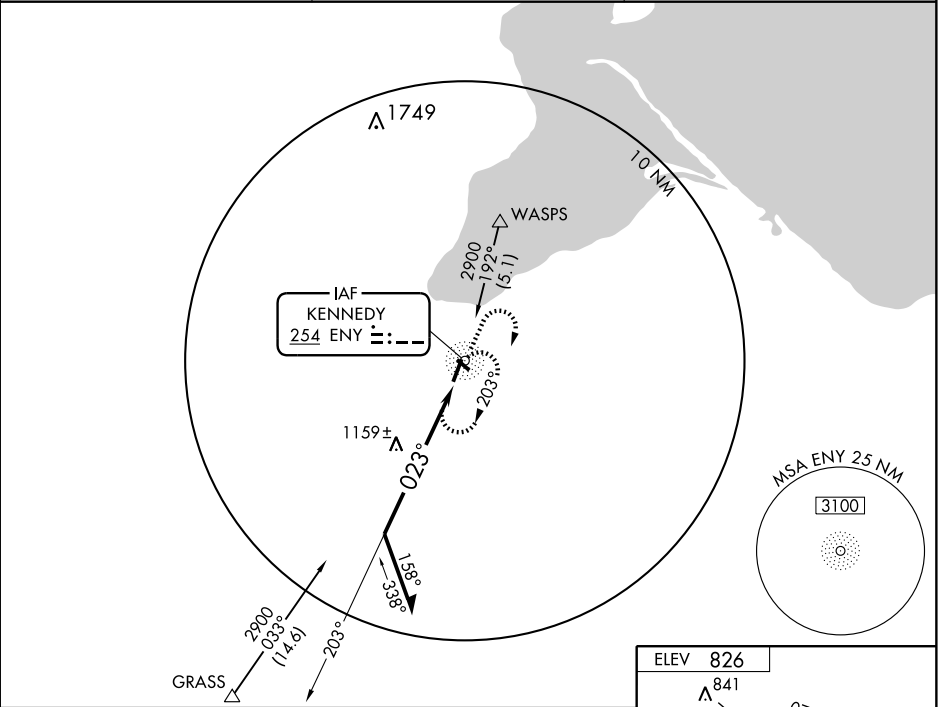
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

NDB ENY	APP CRS	Rwy Idg	5197
254	023°	TDZE	825
		Apt Elev	826

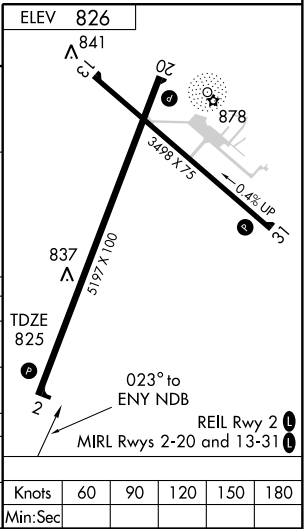


MISSED APPROACH: Climb to 2900 then right turn direct ENY NDB and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	1520-1 695 (700-1)		1520-2 695 (700-2)	1520-2¼ 695 (700-2¼)
CIRCLING	1520-1 694 (700-1)		1520-2 694 (700-2)	1520-2¼ 694 (700-2¼)
DULUTH ALTIMETER SETTING MINIMUMS				
S-2	1740-1¼ 915 (1000-1¼)		1740-2¾ 915 (1000-2¾)	1740-3 915 (1000-3)
CIRCLING	1740-1¼ 914 (1000-1¼)		1740-2¾ 914 (1000-2¾)	1740-3 914 (1000-3)



WAAS CH 72707 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	5197 826 827
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RNAV (GPS) RWY 2

ASHLAND/ JOHN F. KENNEDY MEMORIAL (A.SX)

Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats. visibility ½ mile, increase all MDAs 140 feet and LNAV Cats. C and D visibility ½ mile, and Circling Cats. C and D visibility ¼ mile.

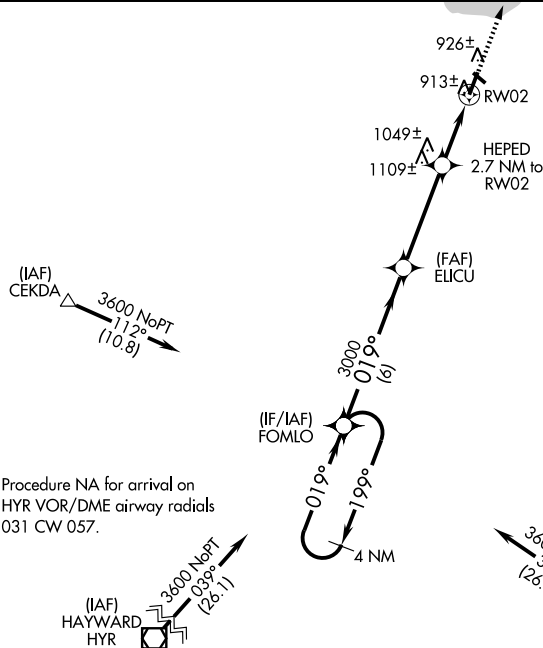
MISSED APPROACH:
Climb to 3200 direct
HOSUT and hold.

ASOS
126.775

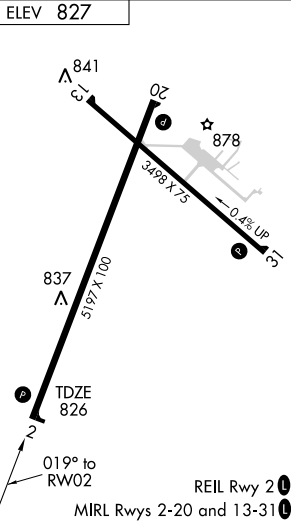
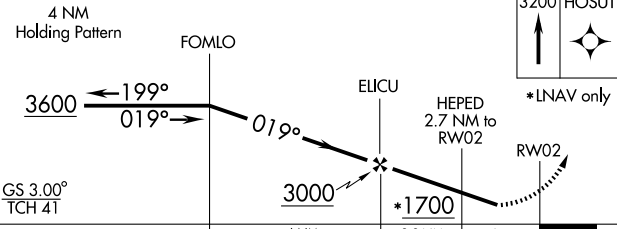
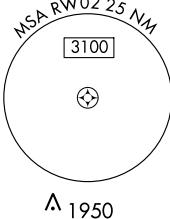
MINNEAPOLIS CENTER
126.45 276.4

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



Procedure NA for arrival on
HYR VOR/DME airway radials
031 CW 057.



CATEGORY	A	B	C	D
LPV DA	1162-1¼	336 (400-1¼)		
LNAV/ VNAV DA	1183-1¼	357 (400-1¼)		
LNAV MDA	1300-1	474 (500-1)	1300-1¼ 474 (500-1¼)	1300-1½ 474 (500-1½)
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)

REIL Rwy 2 0

MIRL Rwy 2-20 and 13-31 0

WAAS CH 61107 W13A	APP CRS 128°	Rwy Idg 3498 TDZE 827 Apt Elev 827
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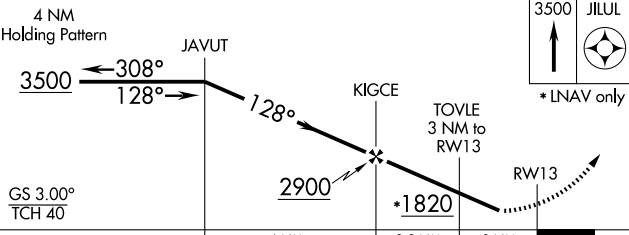
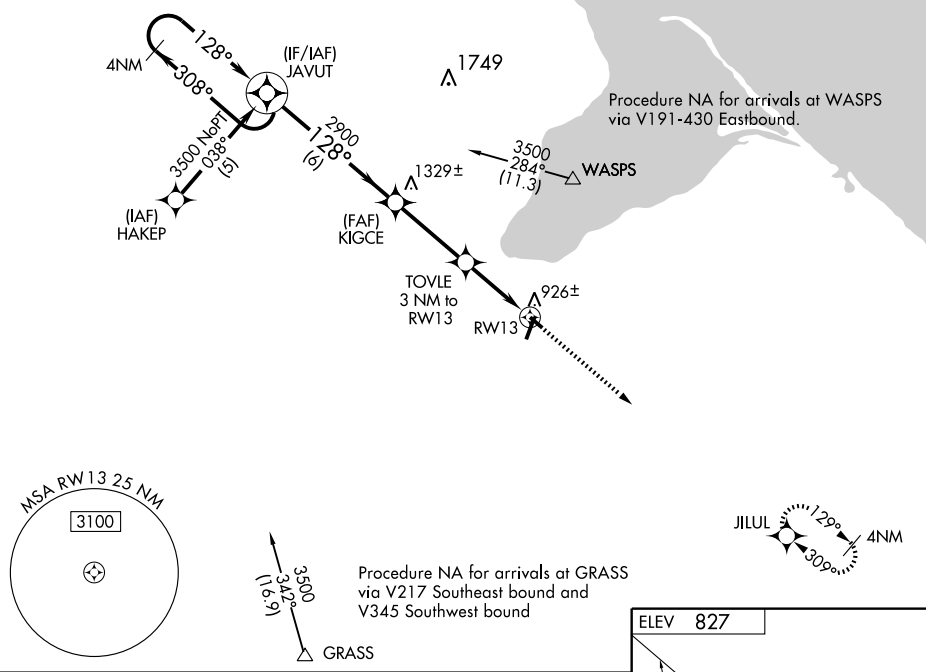
RNAV (GPS) RWY 13

ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

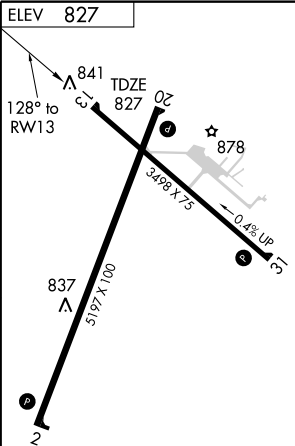
Baro-VNAV NA when using Ironwood altimeter setting. For Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats. visibility ½ mile, increase all MDAs 140 feet and LNAV Cats. C and D visibility ½ mile and Circling Cat. D visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct JILUL and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1155-1¼	328 (400-1¼)		
LNAV/VNAV DA	1196-1¼	369 (400-1¼)		
LNAV MDA	1200-1	373 (400-1)		1200-1¼ 373 (400-1¼)
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1280-1½ 453 (500-1½)	1380-2 553 (600-2)



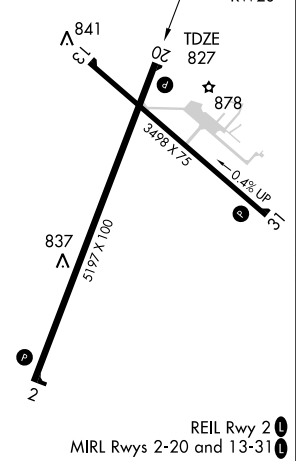
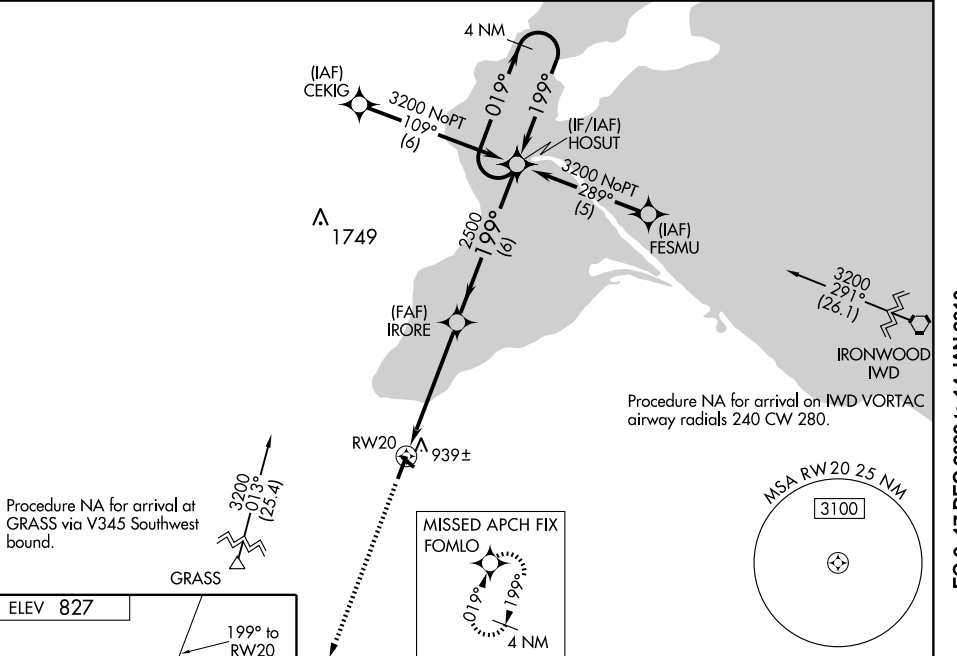
REIL Rwy 2
MIRL Rwy 2-20 and 13-31

WAAS CH 90307 W20A	APP CRS 199°	Rwy Idg 5197 TDZE 827 Apt Elev 827
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Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ¼ mile, increase all MDAs 140 feet and LNAV Cat. C and D visibility ½ mile and Circling Cat. D visibility ¼ mile.

MISSED APPROACH:
Climb to 3600 direct
FOMLO and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
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	4 NM Holding Pattern			
	HOSUT			
	019° → 3200 ← 199°			
	GS 3.00° TCH 34			
	5.1 NM 6 NM			
CATEGORY	A	B	C	D
LPV DA	1187-1¼ 360 (400-1¼)			
LNAV/VNAV DA	1209-1½ 382 (400-1½)			
LNAV MDA	1200-1 373 (400-1)			1200-1¼ 373 (400-1¼)
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1280-1½ 453 (500-1½)	1380-2 553 (600-2)

EC-3. 17 DEC 2009 to 14 JAN 2010

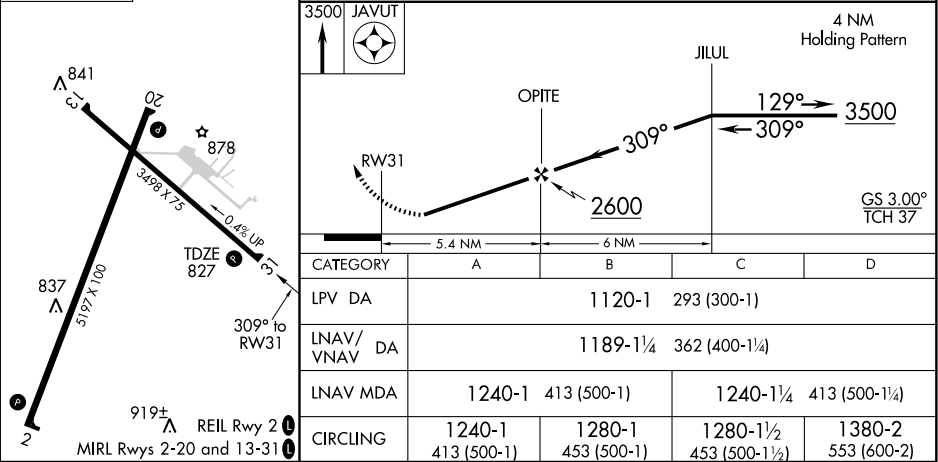
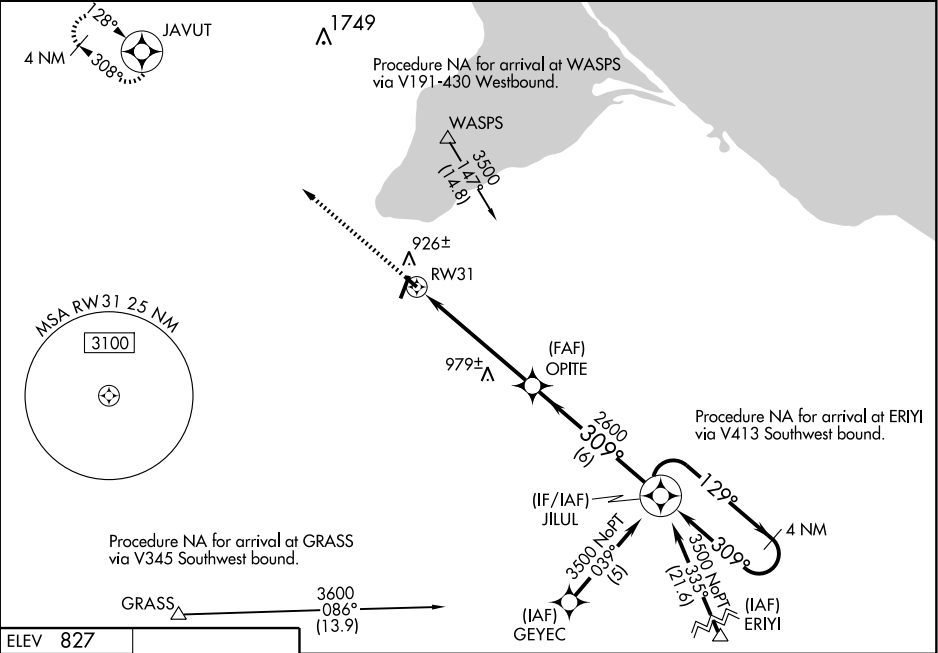
WAAS CH 65807 W31A	APP CRS 309°	Rwy Idg 3498 TDZE 827 Apt Elev 827
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RNAV (GPS) RWY 31

ASHLAND/JOHN F. KENNEDY MEMORIAL (ASX)

Baro-VNAV NA when using Ironwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and LPV and LNAV/VNAV all Cats visibility ½ mile, increase all MDAs 140 feet and LNAV Cat. D visibility ½ mile, LNAV Cat. C and Circling Cat. D visibility ¼ mile.	MISSED APPROACH: Climb to 3500 direct JAVUT and hold.
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ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
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VOR/DME ASX 110.2 Chan 39	APP CRS 024°	Rwy Idg 5197 TDZE 826 Apt Elev 827
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VOR RWY 2
ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

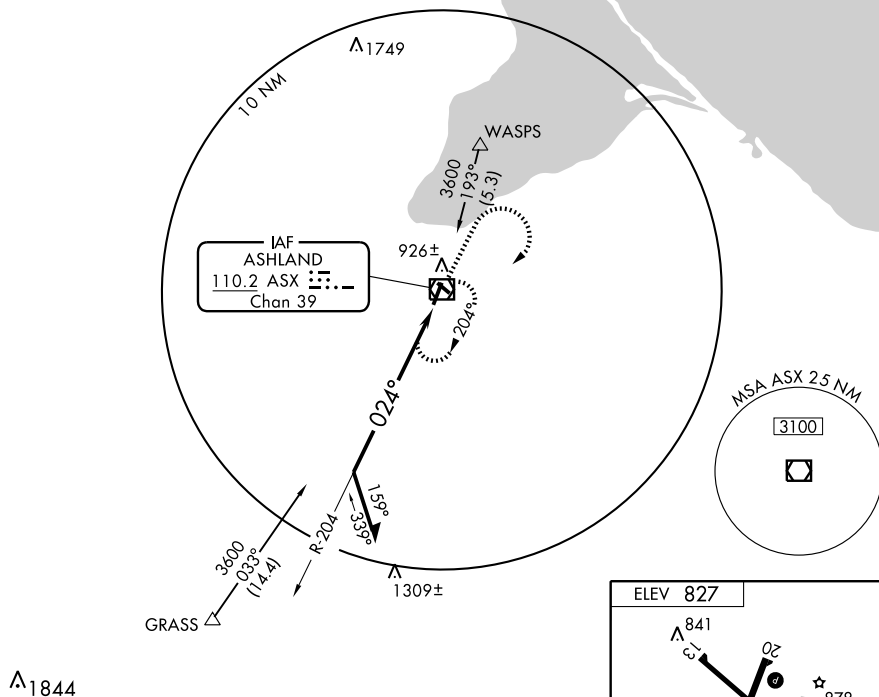
▼ **A** Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all MDAs 140 feet and visibility Cat. A ¼ mile, Cat. C and D ½ mile.

MISSED APPROACH: Climb to 2900 then climbing right turn 3100 direct ASX VOR/DME and hold.

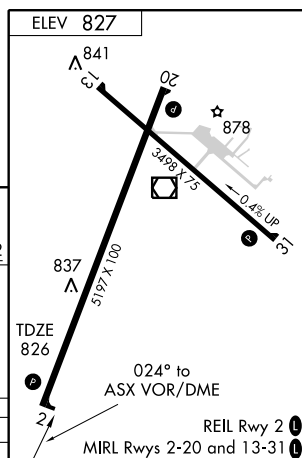
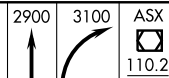
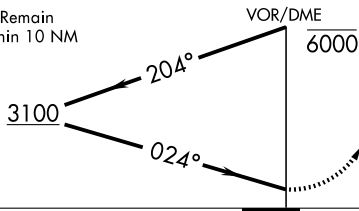
ASOS
126,775

MINNEAPOLIS CENTER
126.45 276.4

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM



CATEGORY	A	B	C	D
S-2	1620-1 794 (800-1)	1620-1¼ 794 (800-1¼)	1620-2¼ 794 (800-2¼)	1620-2½ 794 (800-2½)
CIRCLING	1620-1 793 (800-1)	1620-1¼ 793 (800-1¼)	1620-2¼ 793 (800-2¼)	1620-2½ 793 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 31

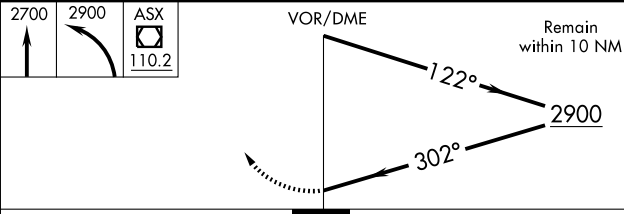
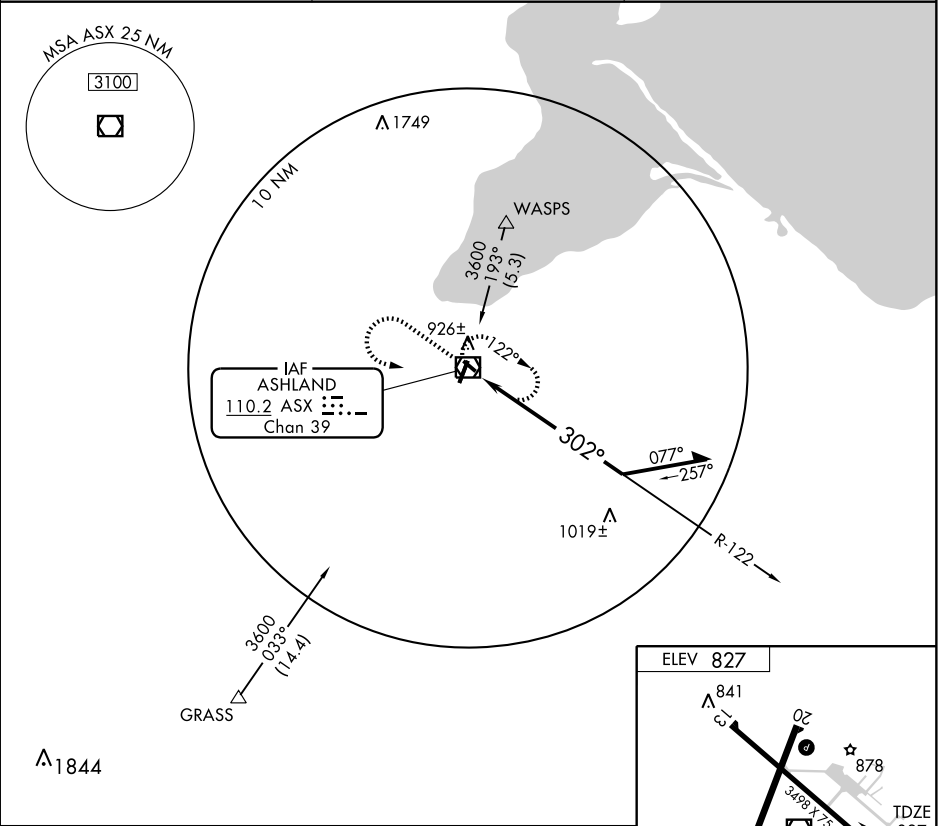
VOR/DME ASX	APP CRS	Rwy Idg	3498
110.2	302°	TDZE	827
Chan 39		Apt Elev	827

ASHLAND/ JOHN F. KENNEDY MEMORIAL (ASX)

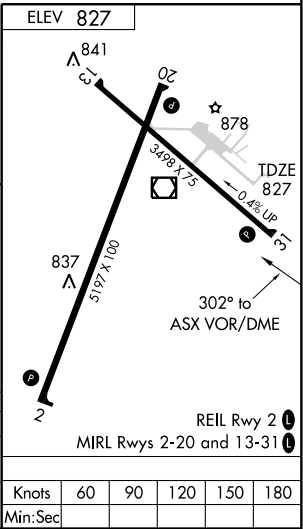
Visibility reduction by helicopters NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all MDAs 140 feet, increase S-31 visibility Cat. C and D ½ mile, increase circling visibility Cat. C ½ mile, Cat. D ¼ mile.

MISSED APPROACH: Climb to 2700 then climbing left turn to 2900 direct ASX VOR/DME and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-31	1400-1 573 (600-1)		1400-1½ 573 (600-1½)	1400-1¾ 573 (600-1¾)
CIRCLING	1400-1 573 (600-1)		1400-1½ 573 (600-1½)	1400-2 573 (600-2)



LOC/DME I-DLL <u>109.15</u> Chan 28 (Y)	APP CRS 010°	Rwy Idg 4800 TDZE 980 Apt Elev 980
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LOC/DME RWY 1
BARABOO WISCONSIN DELLS (DLL)

T If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all MDAs 100 feet. VDP NA when using Tri-County Rgnl altimeter setting. Circling NA to Rwy 14-32.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct DLL VORTAC and hold.

AWOS-3
118.325

MADISON APP CON★
135.45 343.7

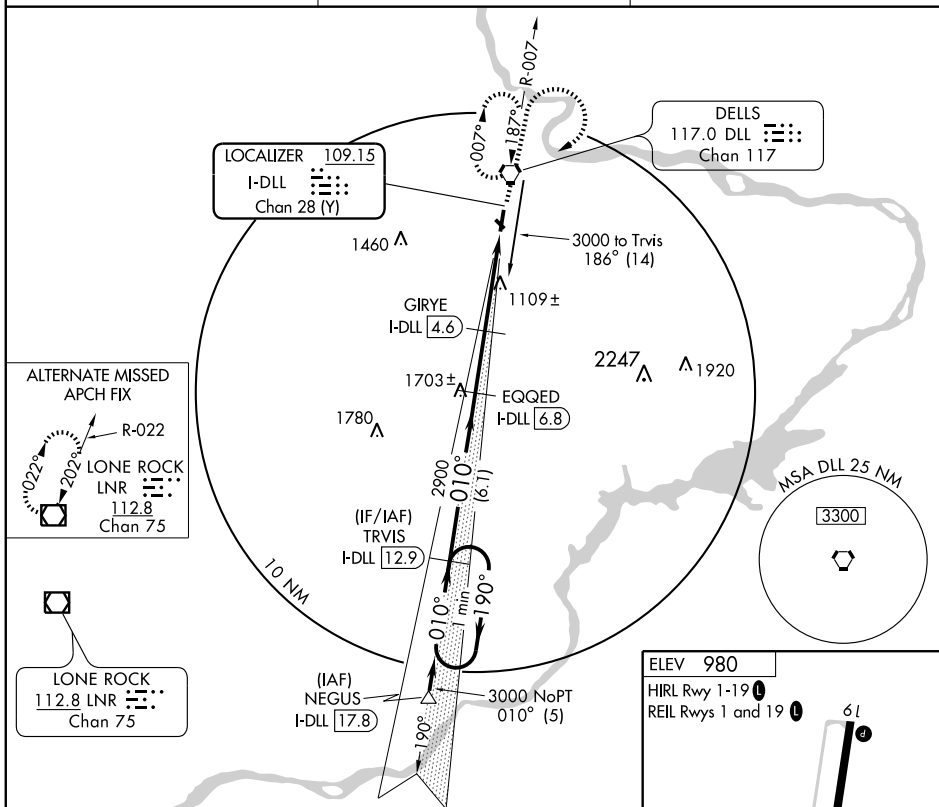
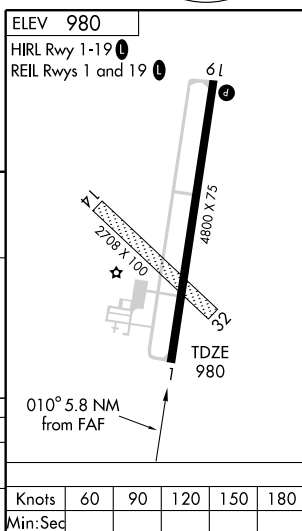
UNICOM
123.05 (CTAF) **L**

Figure 1 shows a 1D NMR spectrum with a 1000 Hz resolution. The x-axis is labeled 'PPM' and ranges from 0 to 10. The spectrum is divided into four regions: A (0-2.2 ppm), B (2.2-2.6 ppm), C (2.6-3.1 ppm), and D (3.1-4.0 ppm). The peaks are labeled with their chemical shifts and assignments: 3000 (I-DLL 12.9), 2900 (I-DLL 6.8), 2180 (I-DLL 4.6), and 117.0 (I-DLL 1). The spectrum is a 1D NMR spectrum with a 1000 Hz resolution.



WAAS CH 53304 W01A	APP CRS 010°	Rwy Idg 4800 TDZE 980 Apt Elev 980
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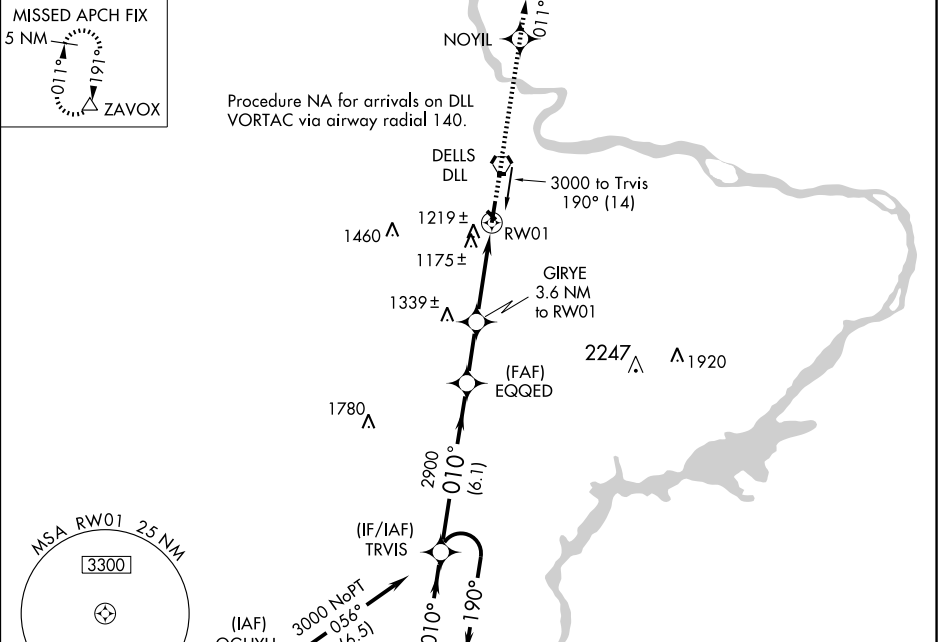
RNAV (GPS) RWY 1
BARABOO WISCONSIN DELLS (DLL)

⚠ If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all DAs 97 feet/MDAs 100 feet. Baro-VNAV NA when using Tri-County Rgnl altimeter setting.

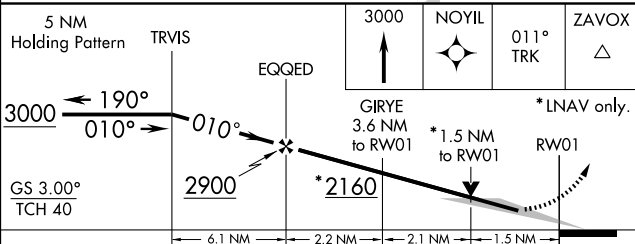
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA to Rwy 14-32.

MISSED APPROACH:
Climb to 3000 direct NOYIL and via 011° track to ZAVOX and hold.

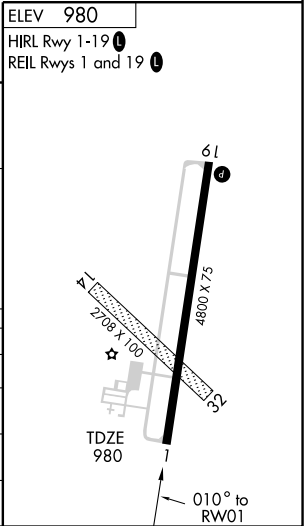
AWOS-3 118.325	MADISON APP CON* 135.45 343.7	UNICOM 123.05 (CTAF) 0
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ELEV 980
HIRL Rwy 1-19 0
REIL Rwy 1 and 19 0



CATEGORY	A	B	C	D
LPV DA	1275-1	295 (300-1)		NA
LNAV/VNAV DA	1495-1¾	515 (600-1¾)		NA
LNAV MDA	1480-1	500 (500-1)	1480-1¼ 500 (500-1¼)	NA
CIRCLING	1540-1	560 (600-1)	1560-1½ 580 (600-1½)	NA

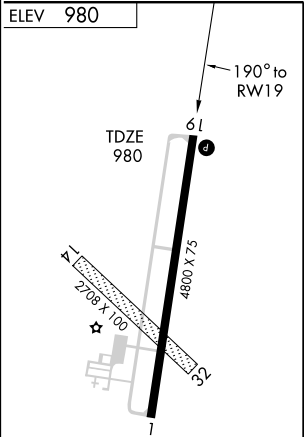
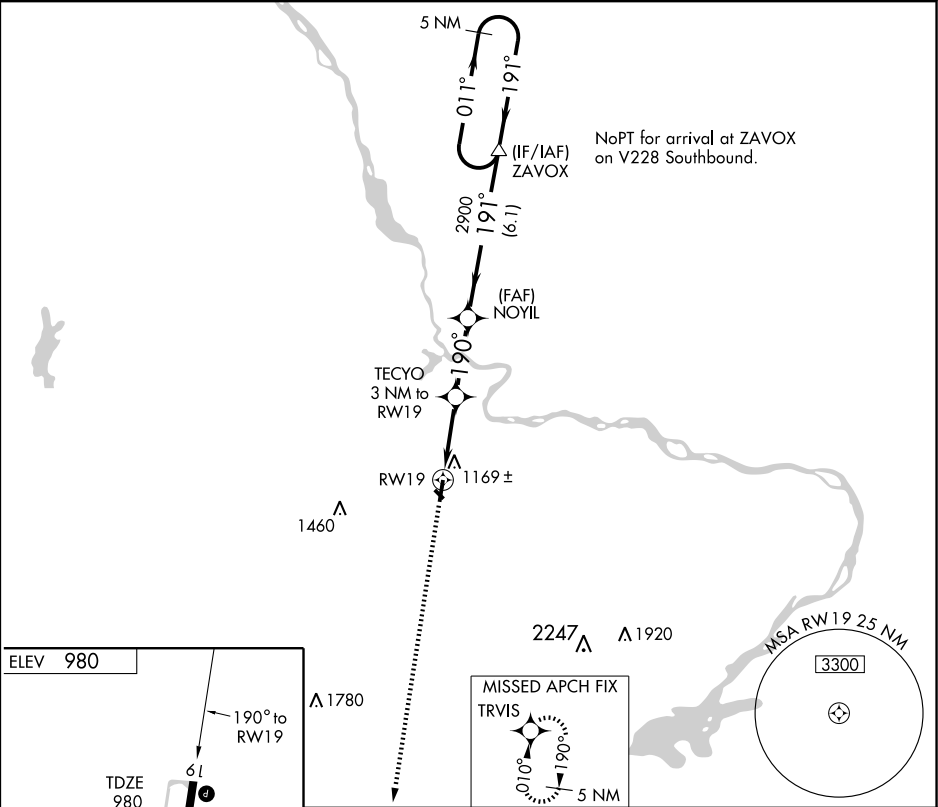


APP CRS	Rwy Idg	4800
190°	TDZE	980
	Apt Elev	980

RNAV (GPS) RWY 19
BARABOO WISCONSIN DELLS (DLL)

<p>▼ If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.</p> <p>▲ Circling NA to Rwy 14-32. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct TRVIS and hold.</p>
--	--

AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	UNICOM 123.05 (CTAF) 0
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3000	TRVIS	5 NM Holding Pattern			
		TECYO 3 NM to RW19	NOYIL	ZAVOX	
		190°	191°	011°	3000
		1960	2900		
		3 NM	2.8 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1420-1	440 (500-1)	1420-1¼ 440 (500-1¼)	NA	
CIRCLING	1540-1	560 (600-1)	1560-1½ 580 (600-1½)	NA	

HIRL Rwy 1-19 0
REIL Rws 1 and 19 0

VORTAC DLL 117.0 Chan 117	APP CRS 187°	Rwy Idg TDZE Apt Elev	N/A N/A 980
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VOR-A
BARABOO WISCONSIN DELLS (DLL)

VOR-A

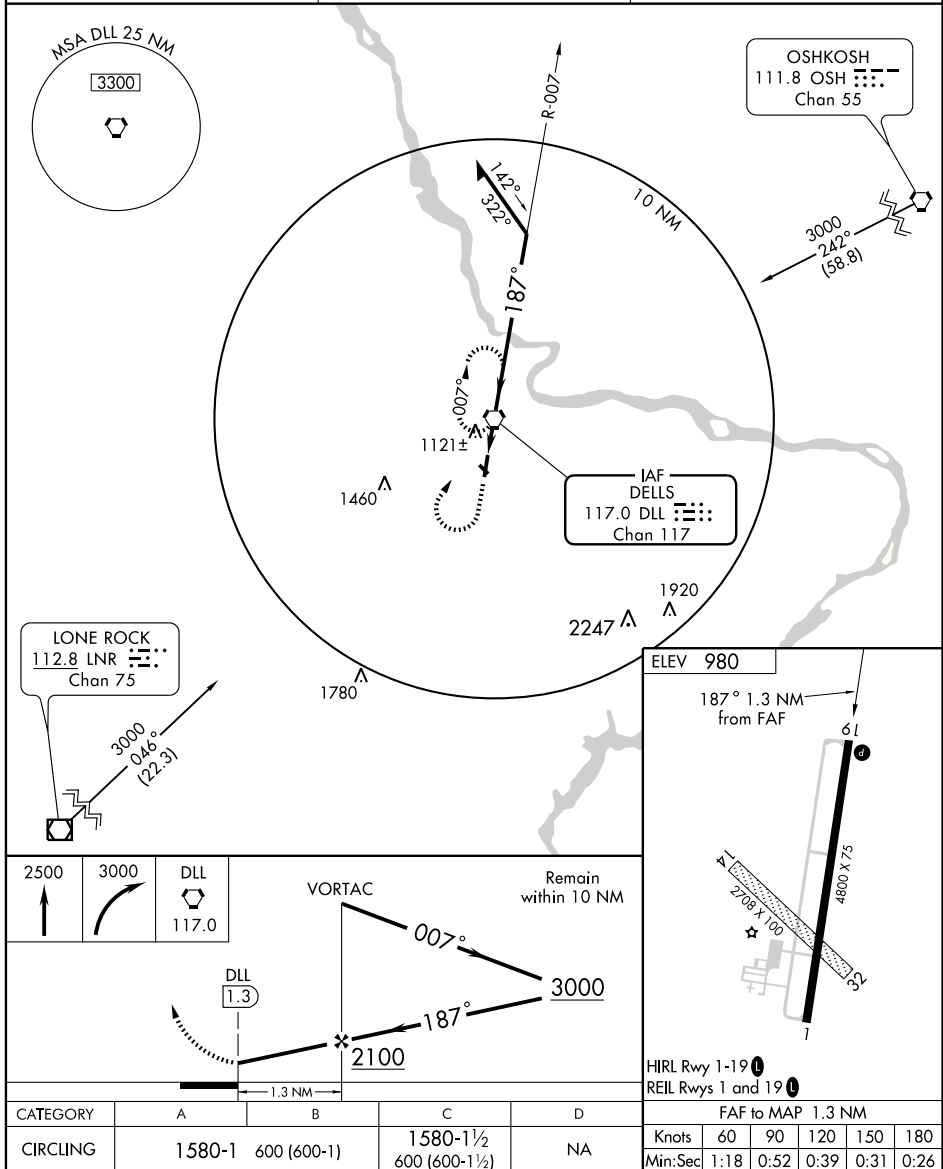
T If local altimeter setting not received, use Tri-County
A Rgnl altimeter setting and increase all MDAs 100 feet.
Circling NA to Rwy 14-32.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct DLL VORTAC and hold.

AWOS-3
118.325

MADISON APP CON ★
135.45 343.7

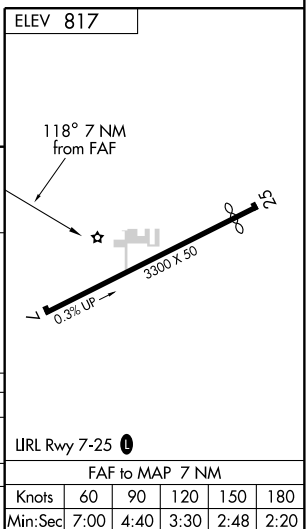
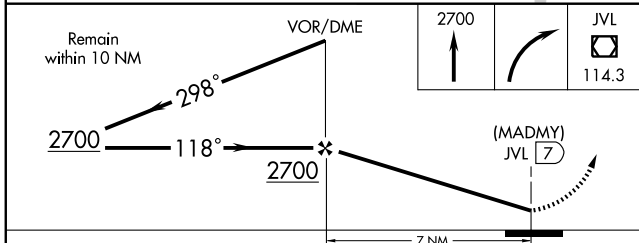
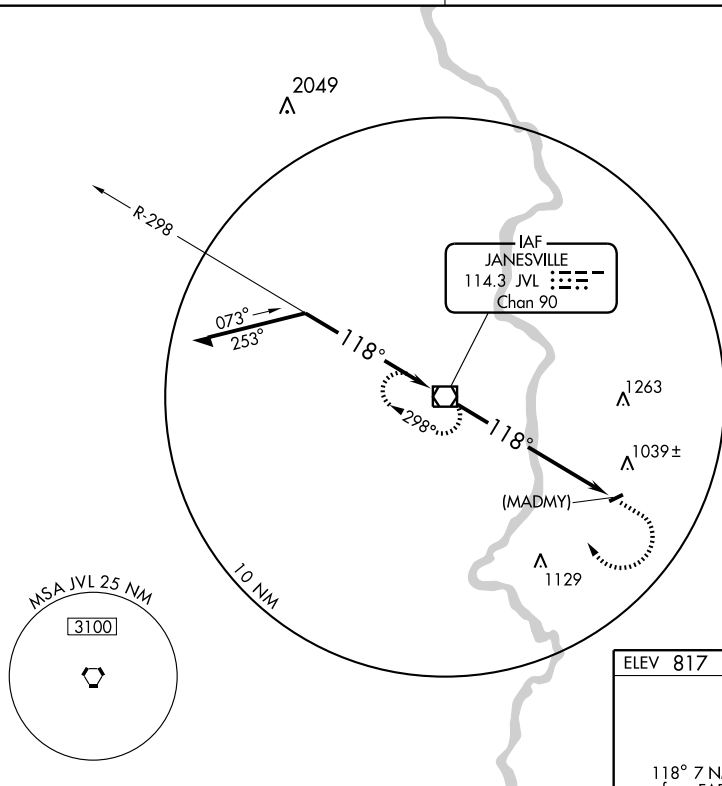
UNICOM
123.05 (CTAF) **L**



VOR/DME JVL 114.3 Chan 90	APP CRS 118°	Rwy Idg TDZE Apt Elev	N/A N/A 817
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VOR or GPS-A
BELOIT (44C)

A NA	Use Janesville altimeter setting; when not received, use Rockford altimeter setting.	MISSED APPROACH: Climb to 2700 then right turn direct JVL VOR/DME and hold.
	ROCKFORD APP CON 121.0 327.0	UNICOM 122.7 (CTAF) D

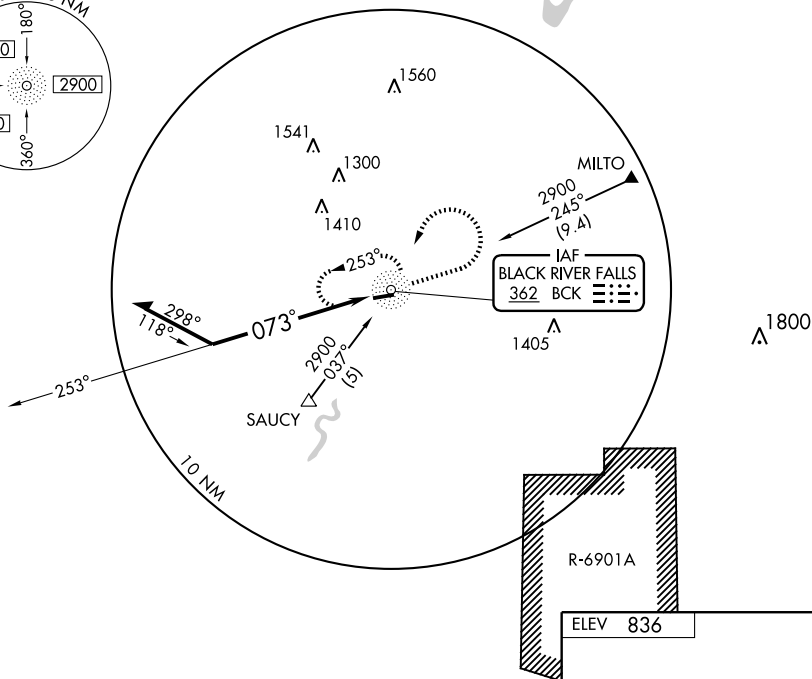
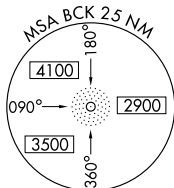


Rwy Idg	4600
TDZE	836
Apt Elev	836

MISSED APPROACH: Climb to 2400 then climbing left turn to 2900 direct BCK NDB and hold.

MINNEAPOLIS CENTER
128.6 363.0

CTAF
122.9 **L**



Remain
within 10 NM

2900

NDB

 253°

07.3°

2400

290C

BCK

362

073° to

TDZE
836

CATEGORY	A	B	C	D
S-8	1920-1¼ 1084 (1100-1¼)	1920-1½ 1084 (1100-1½)	1920-3	1084 (1100-3)
CIRCLING	1920-1¼ 1084 (1100-1¼)	1920-1½ 1084 (1100-1½)	1920-3	1084 (1100-3)

REIL Rwy 8 **L**
MIRL Rwy 8-26 **L**

▼

NA

Use La Crosse altimeter setting.
 GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA.

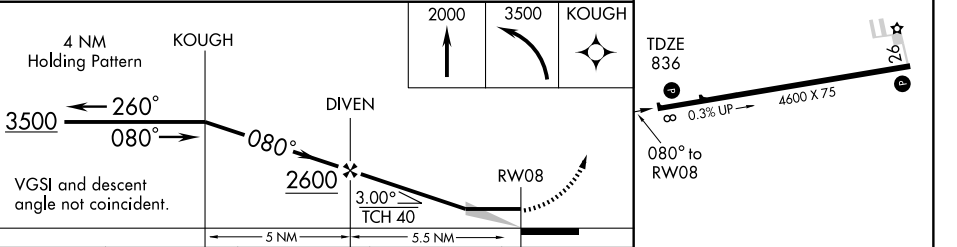
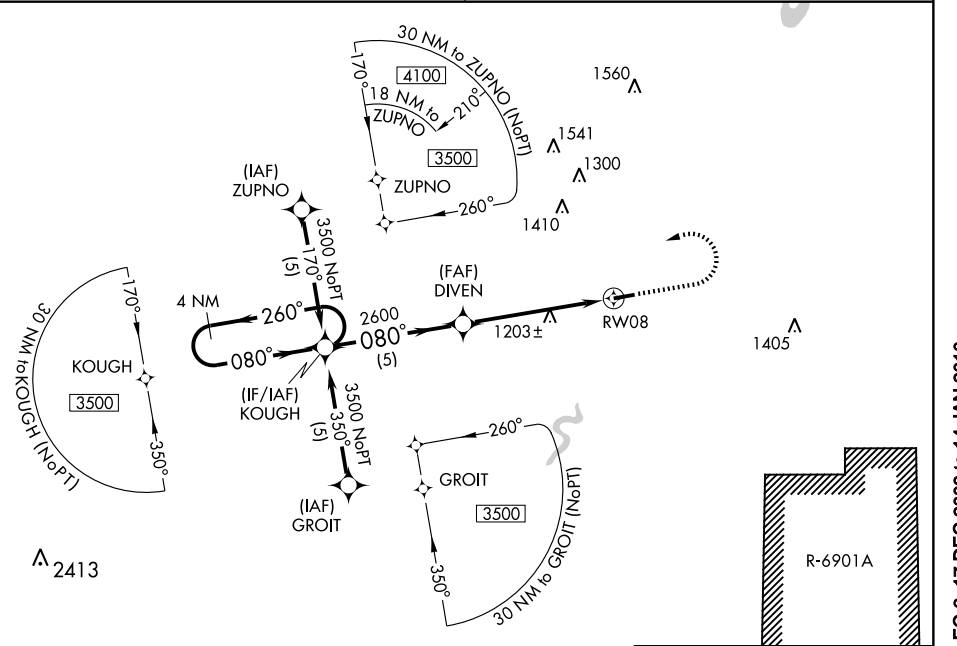
MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 direct KOUGH WP and hold.

MINNEAPOLIS CENTER

128.6 363.0

CTAF

122.9



CATEGORY	A	B	C	D
RNAV MDA	1560-1 724 (800-1)	1560-2 724 (800-2)	1560-2 724 (800-2)	1560-2 724 (800-2)
CIRCLING	1560-1 724 (800-1)	1560-2 724 (800-2)	1560-2 724 (800-2)	1560-2 724 (800-2)

EC-3, 17 DEC 2009 to 14 JAN 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77902	068°	TDZE	670
W07A		Apt Elev	673

RNAV (GPS) RWY 7

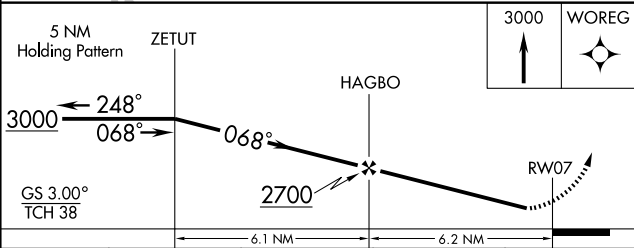
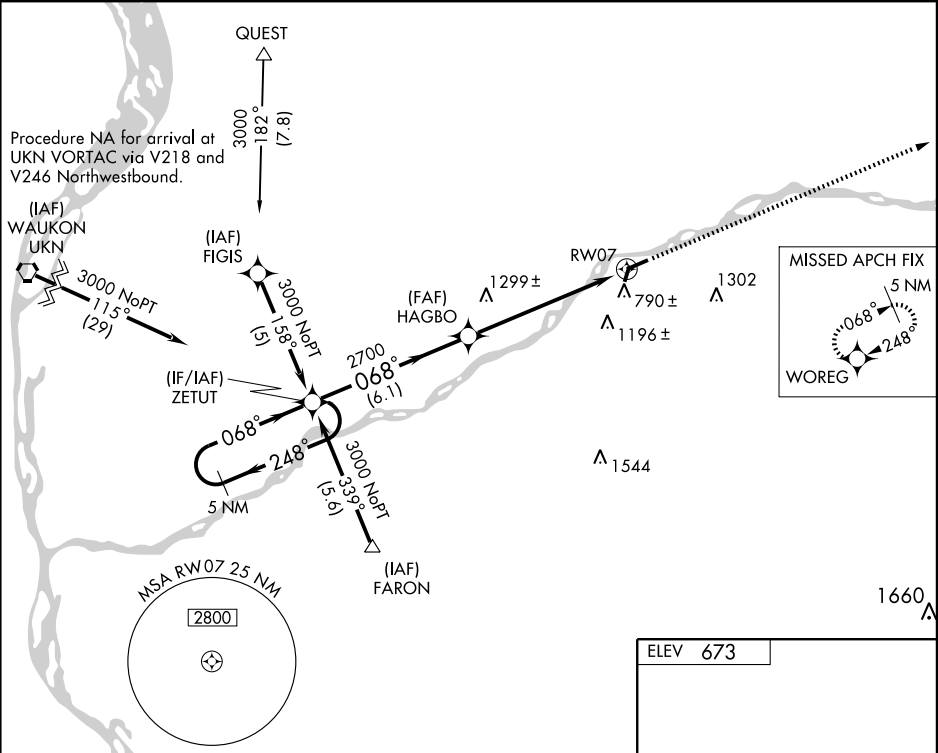
BOSCABEL (OVS)

V
A

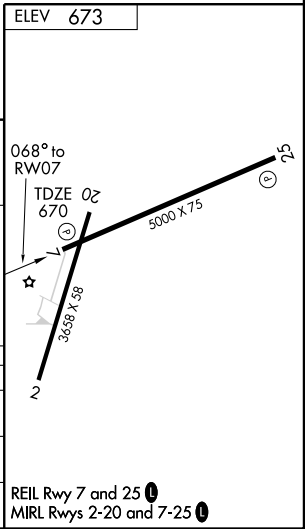
If local altimeter setting not received, use Lone Rock altimeter setting and increase all DAs/MDAs 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WOREG and hold.

ASOS 126.775	CHICAGO CENTER 133.3 380.35	GCO 121.725	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1040-1¼ 370 (400-1¼)			NA
LNAV MDA	1560-1¼ 890 (900-1¼)		1560-2¾ 890 (900-2¾)	NA
CIRCLING	1560-1¼ 887 (900-1¼)		1580-2¾ 907 (1000-2¾)	NA



REIL Rwy 7 and 25 **0**
MIRL Rwy 2-20 and 7-25 **0**

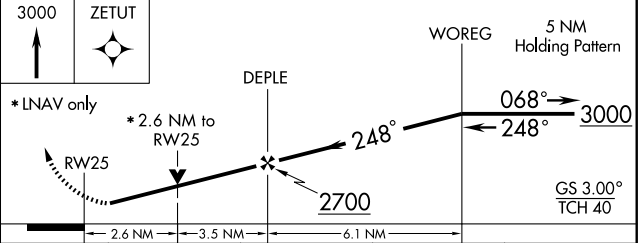
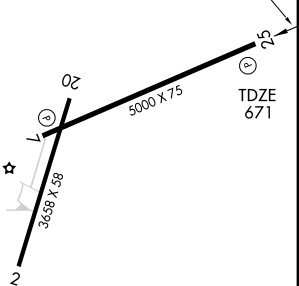
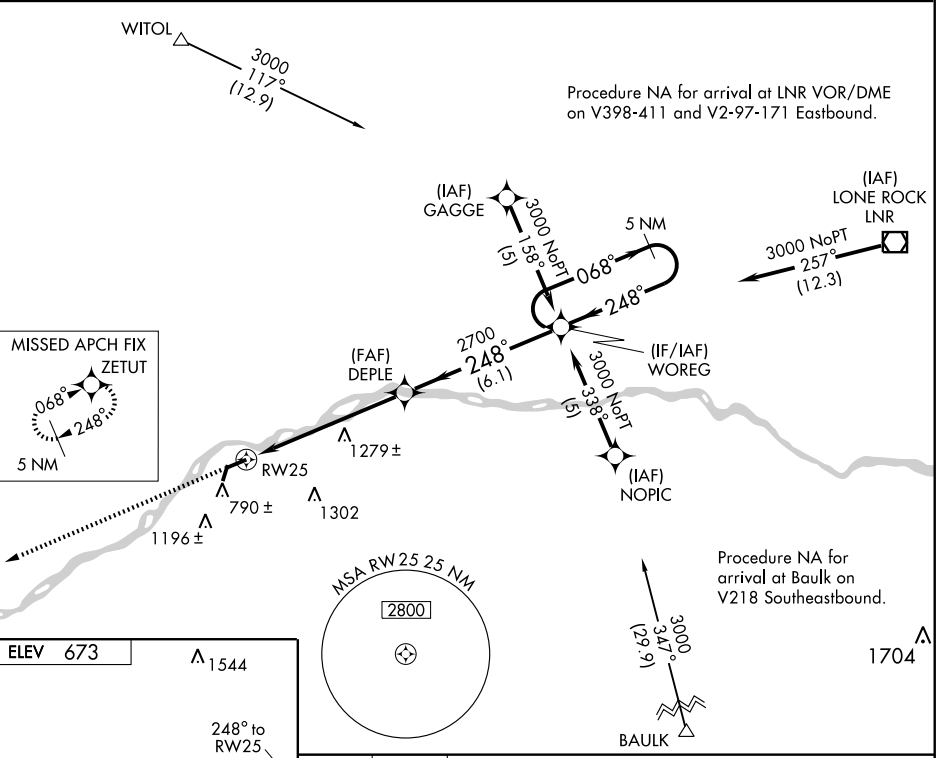
WAAS CH 82505 W25A	APP CRS 248°	Rwy Idg TDZE Apt Elev	5000 671 673
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 25
BOSCObel (OVS)

⚠ If local altimeter setting not received, use Lone Rock altimeter setting and increase all DAs/MDAs 60 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ZETUT and hold.

ASOS 126.775	CHICAGO CENTER 133.3 380.35	GCO 121.725	UNICOM 122.8 (CTAF) 0
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REIL Rwy 7 and 25 0
MIRL Rwy 2-20 and 7-25 0

CATEGORY	A	B	C	D
LPV DA	979-1 308 (400-1)			NA
LNAV MDA	1540-1 869 (900-1)	1540-1¼ 869 (900-1¼)	1540-2½ 869 (900-2½)	NA
CIRCLING	1560-1¼ 887 (900-1¼)			1580-2¾ 907 (1000-2¾) NA

VOR/DME LNR 112.8 Chan 75	APP CRS 252°	Rwy Idg 5000 TDZE 671 Apt Elev 673
---	------------------------	---

VOR/DME RWY 25
BOSCOBEL (OVS)

T If local altimeter setting not received, use Lone Rock
A altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

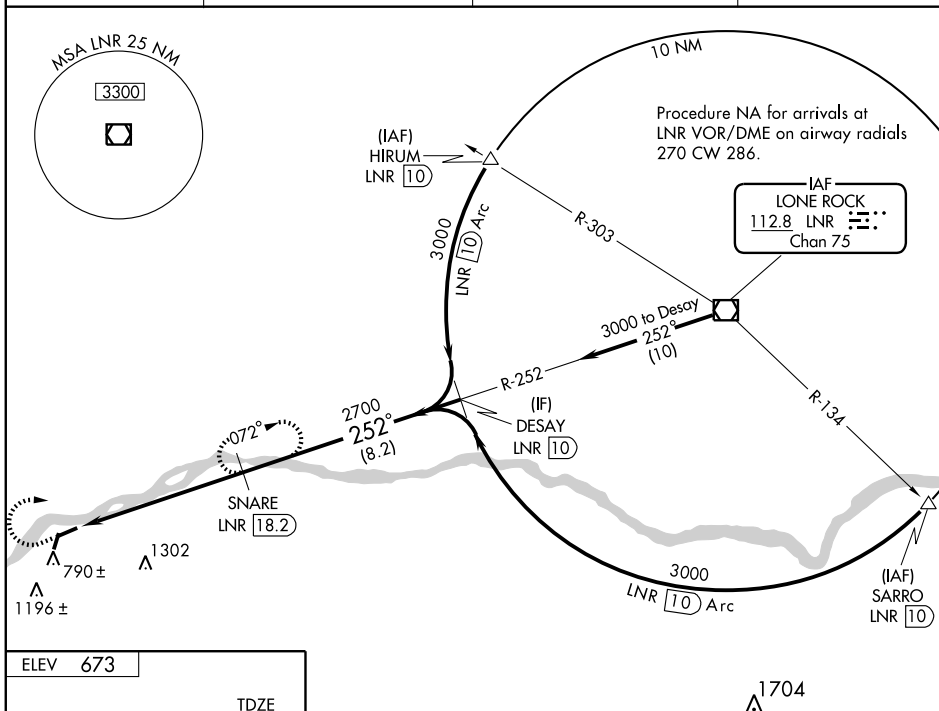
MISSED APPROACH: Climb to 2700 then right turn via LNR VOR/DME R-252 to SNARE/LNR 18.2 DME and hold.

ASOS
126.775

CHICAGO CENTER
133.3 380.35

GCO
121.725

UNICOM
122.8 (CTAF) **L**



ELEV 673

TDZE
671

18

10

⑨

/

/

6.21

om FA

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50 | 1

--	--

2700

LNR R-25

SNARE
LNR 18.2

SNARE
LNR 18.2

DESAY
LNR 10

000

Procedure

Turn

REIL Rwy 7 and 25 **L**
MIRL Rwy 2-20 and 7-25 **L**

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-25	1620-1¼ 949 (1000-1¼)		1620-2¾ 949 (1000-2¾)	NA
CIRCLING	1620-1¼ 947 (1000-1¼)		1620-2¾ 947 (1000-2¾)	NA

APP CRS	Rwy Idg	3300
264°	TDZE	967
	Apt Elev	967

RNAV (GPS) RWY 26

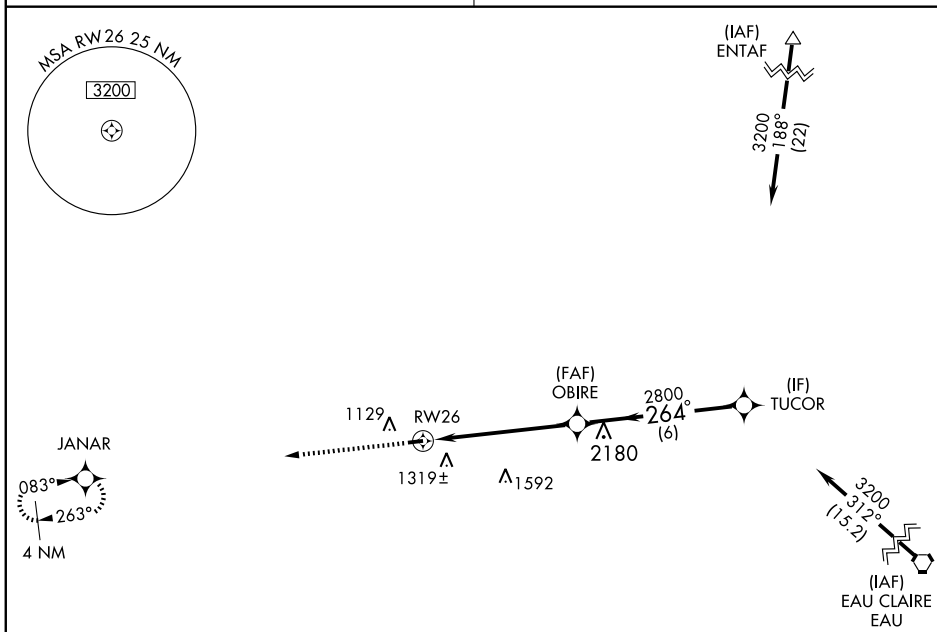
BOYCEVILLE MUNI (3T3)



MISSED APPROACH: Climb to 2800
direct JANAR and hold.

MINNEAPOLIS CENTER
125.3 335.6

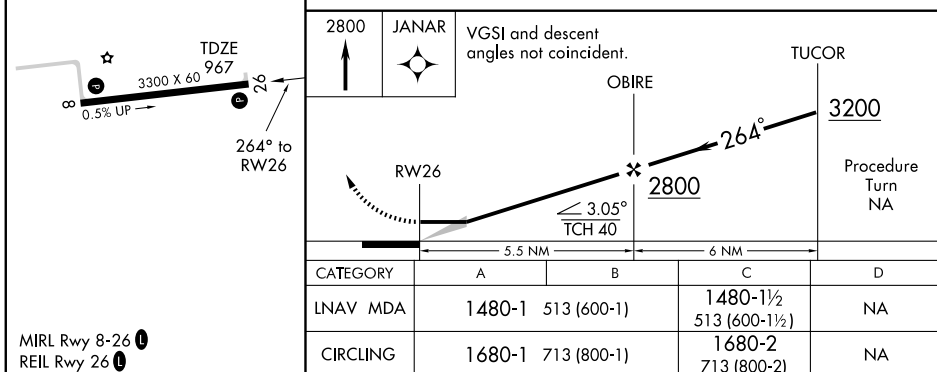
UNICOM
122.8 (CTAF) **L**



EC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 967

Procedure NA for arrivals at EAU VORTAC
on airway radials 254 CW 357.



▼

▲ NA

Use Milwaukee Mitchell altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via BAE R-180 to LISSI and hold.

AWOS-3

114.50

MILWAUKEE APP CON

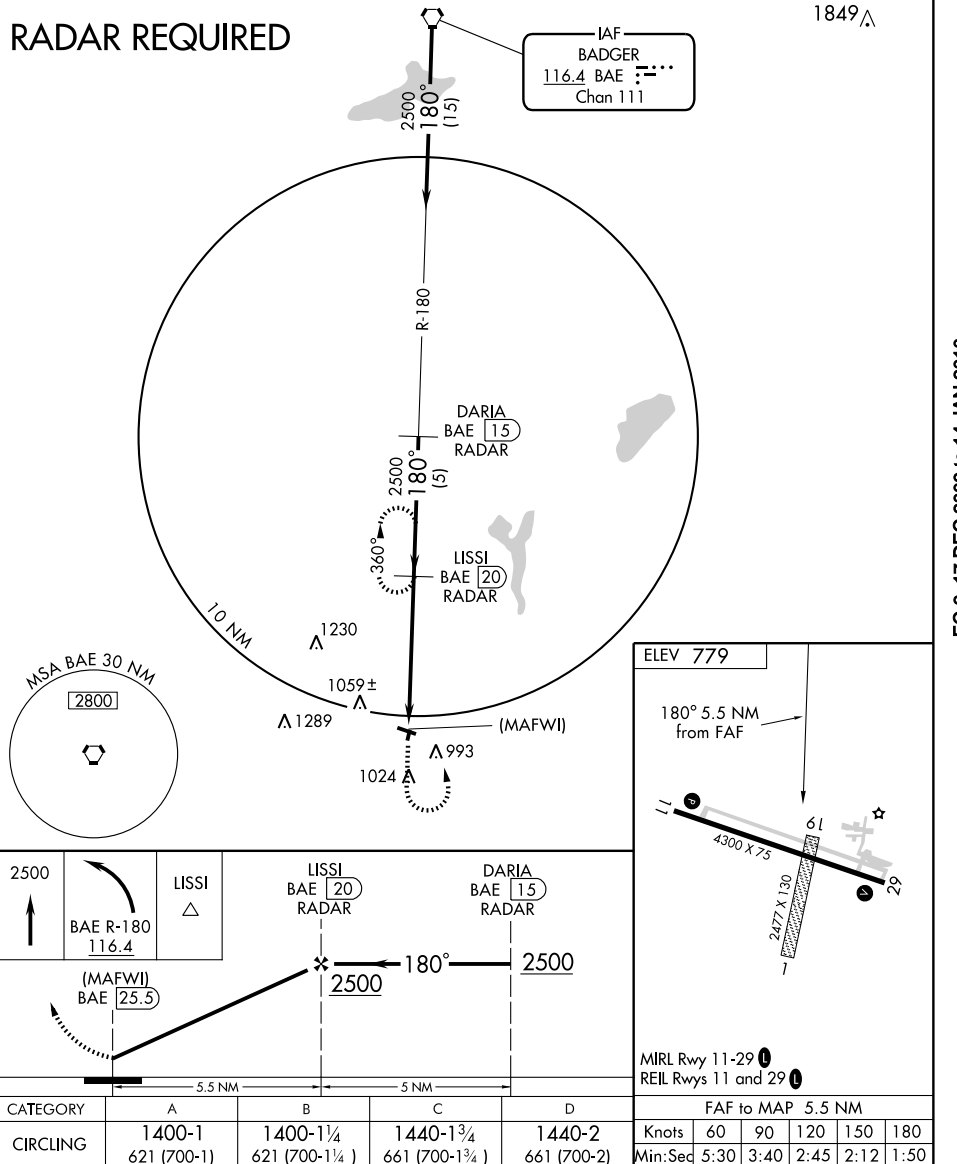
125.35 307.0

GCO

121.725

UNICOM

123.05 (CTAF)



▼

▲ NA

Use Hayward altimeter setting.

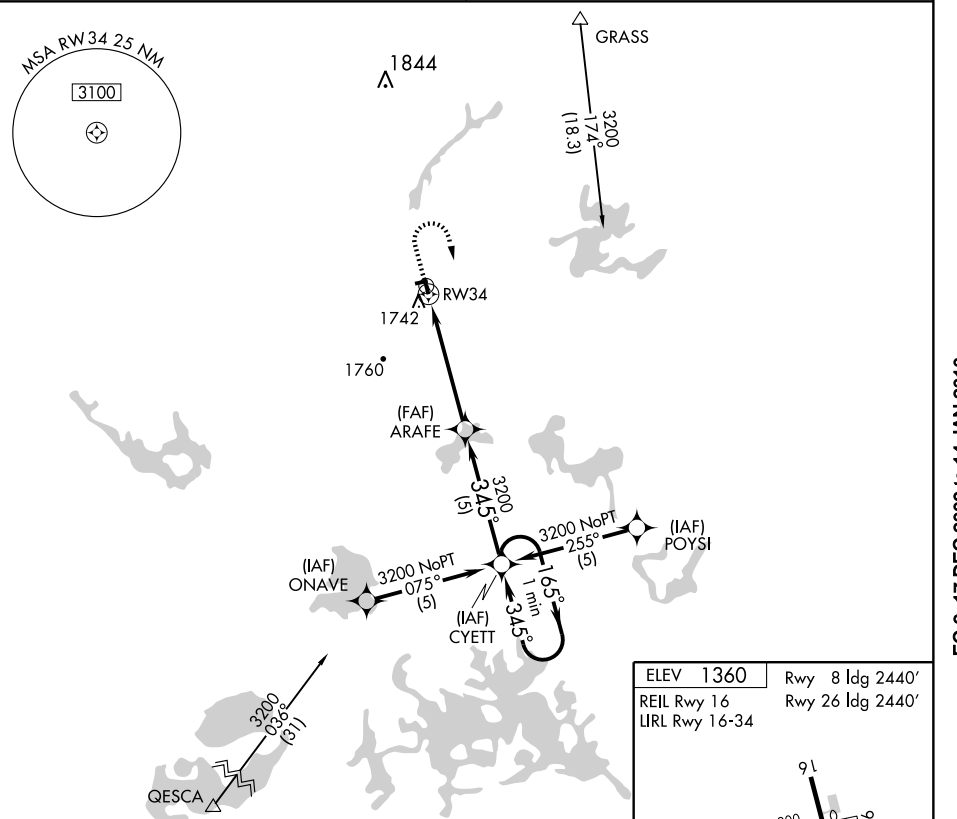
MISSED APPROACH: Climb to 3200 then right turn direct CYETT WP and hold.

MINNEAPOLIS CENTER

126.45 276.4

UNICOM

122.8 (CTAF)



3200

↑

CYETT

✧

ARAFE

CYETT

One Minute Holding Pattern

165°

3200

345°

5 NM

5 NM

CATEGORY

A

B

C

D

S-34

2120-1

2120-1¼

2120-2¼

2120-2½

760 (800-1)

760 (800-1¼)

760 (800-2¼)

760 (800-2½)

2160-1

2160-1¼

2160-2¼

2160-2½

800 (800-1)

800 (800-1¼)

800 (800-2¼)

800 (800-2½)

ELEV 1360

Rwy 8 Idg 2440'

REIL Rwy 16

Rwy 26 Idg 2440'

LIRL Rwy 16-34

2840 X 200

0.4% UP

3709 X 75

TDZE 1360

34

345° to RW34

1809±

NDB SLY <u>344</u>	APP CRS 047°	Rwy Idg TDZE Apt Elev	N/A N/A 1360
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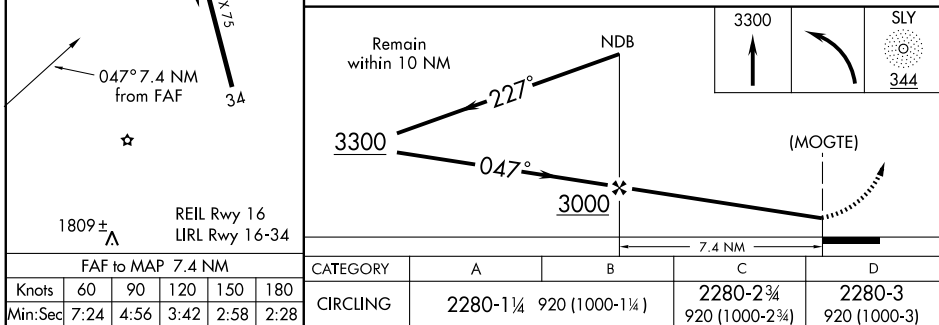
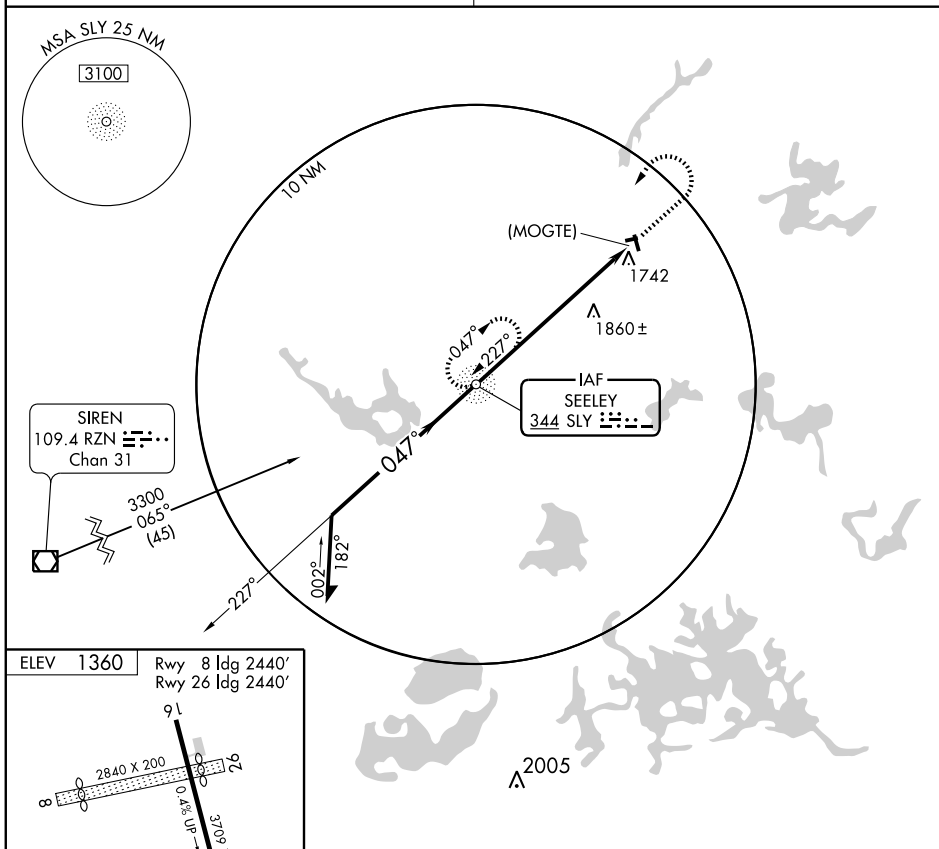
NDB or GPS-B
CABLE UNION (3CU)

T
A NA Use Hayward altimeter setting.

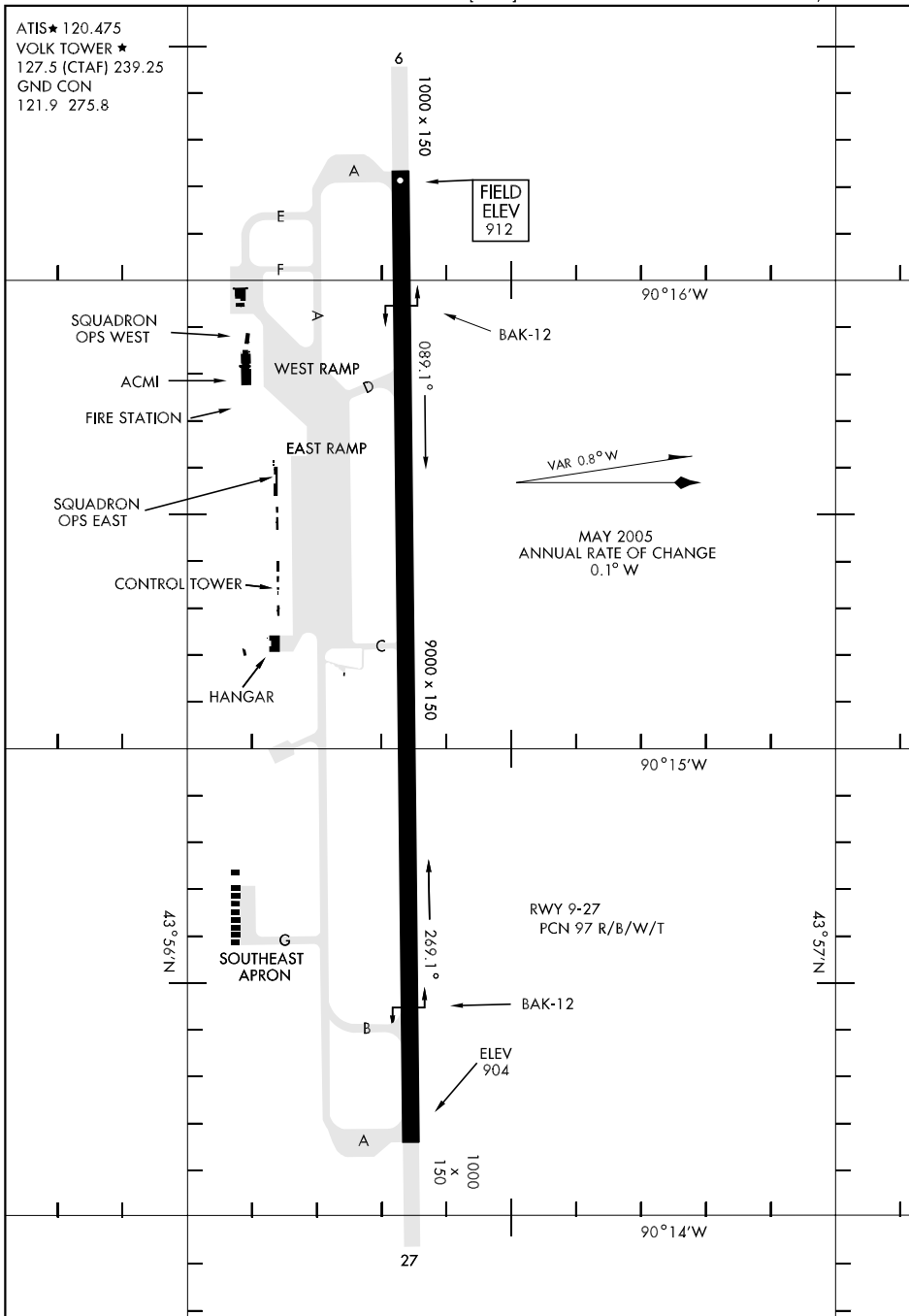
MISSED APPROACH: Climb to 3300 then left turn direct SLY NDB and hold.

MINNEAPOLIS CENTER
126.45 276.4

UNICOM
122.8 (CTAF)



ATIS ★ 120.475
VOLK TOWER ★
127.5 (CTAF) 239.25
GND CON
121.9 275.8



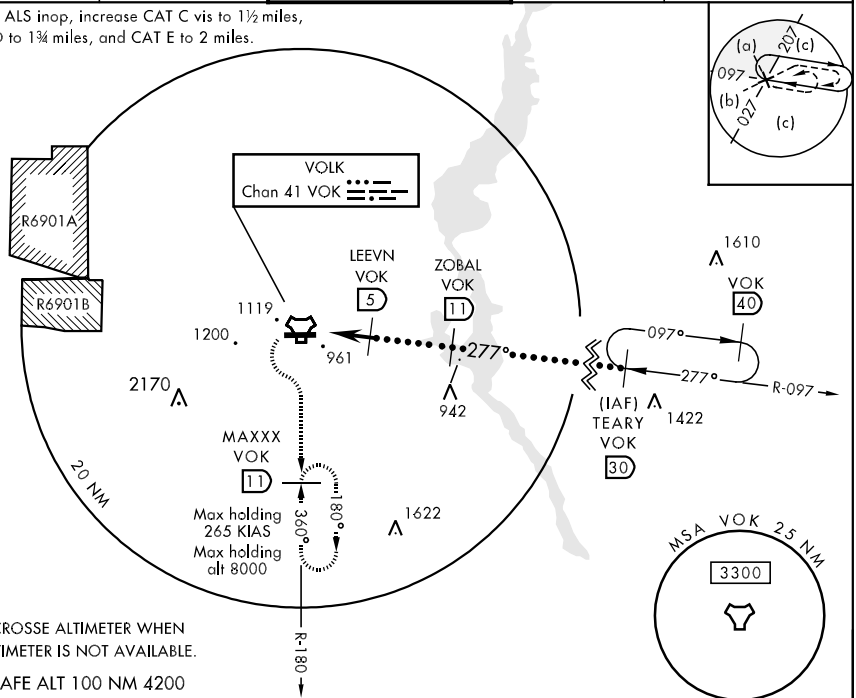
EC-3, 17 DEC 2009 to 14 JAN 2010

TACAN VOK Chan 41	APCH CRS 277°	Rwy Idg 9000 TDZE 905 Arpt Elev 912	JAL-714 [USAF]	VOLK FIELD (KVOK)
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<p>▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.</p> <p>** Circling not authorized South of Rwy 9-27.</p>	<p>ALSF-1</p> 	<p>MISSED APPROACH: Climbing left turn to 3000 intercept VOK TACAN R-180 to MAXXX and hold.</p>
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ATIS 120.475	VOLK APP CON 135.25 290.8	VOLK TOWER ★ 127.5 0 (CTAF) 239.25 0	GND CON 121.9 275.8	CHICAGO CENTER 133.3 257.92
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*** When ALS inop, increase CAT C vis to 1½ miles, CAT D to 1¾ miles, and CAT E to 2 miles.

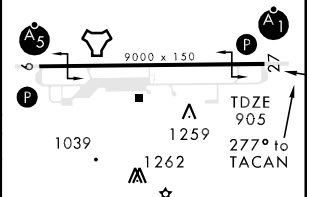


USE LA CROSSE ALTIMETER WHEN LOCAL ALTIMETER IS NOT AVAILABLE.

EMERG SAFE ALT 100 NM 4200

3000 VOK R-180	MAXXX VOK (11)				
TACAN	EEDEE (1.5)	LEEVN (5)	ZOBAL (11)	TEARY (30)	FL180
					277°
					2200
					2700
					2.94° TCH 53
CATEGORY	C	D	E		
S-27 *	1360/40 455 (500-¾)	1360/50	455 (500-1)		
CIRCLING **	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)		
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-27 ***	1500/50 595 (600-1)	1500/60 595 (600-1¼)	1500-1½ 595 (600-1½)		
CIRCLING **	1640-2 728 (800-2)	1640-2¼ 728 (800-2¼)	1720-2¾ 808 (900-2¾)		

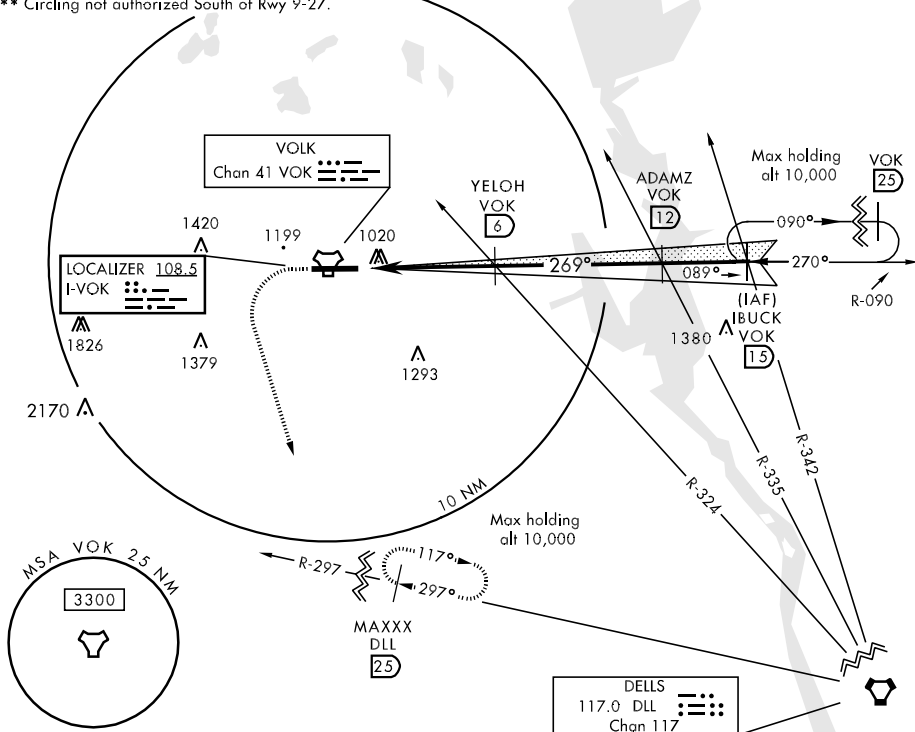
ELEV 912



HIRL Rwy 9-27 0

LOC I-VOK 108.5	APCH CRS 269°	Rwy Idg TDZE Arpt Elev 9000 905 912	AL-714 [USAF]	ALSF-1	MISSED APPROACH: Climb to 2200, then climbing left turn to 3300 to intercept the DLL R-297 to MAXXX and hold.
*** When ALS inop, increase CAT ABDE RVR to 40 and vis to ¾ mile. *** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, and CAT E vis to 1½ miles.					
ATIS 120.475	VOLK APP CON 135.25 290.8	VOLK TOWER ★ 127.5 0 (CTAF) 239.25 0	GND CON 121.9 275.8	CHICAGO CENTER 133.3 257.92	

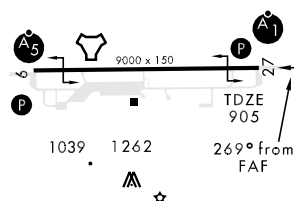
*** Circling not authorized South of Rwy 9-27.



EMERG SAFE ALT 100 NM 4200

2200	3300	MAXXX DLL 25	YELOH VOK 6	ADAMZ VOK 12	IBUCK/VOK 15 R-090
TACAN	AKETT VOK 1.5	VOK 2.2	2500	269°	2700
			2500	GS 2.85° TCH 53	
	.5	4.5 NM			
CATEGORY	A	B	C	D	E
S-ILS 27 *	1105/24		200	(200-½)	
S-LOC 27 **	1320/24	415 (500-½)	1320/40	415 (500-¾)	1320/50 415 (500-1)
CIRCLING ***	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2½ 668 (700-2½)

ELEV 912



HIRL Rwy 9-27 0

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

APCH CRS 089°	Rwy Idg TDZE Arpt Elev	9000 912 912
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AL-714 [USAF]

VOLK FIELD (KVOK)



Procedure not authorized when R-6901B active.



MISSED APPROACH: Climb to 4000 direct ZOGEL and hold, continue climb-in-hold to 4000.

ATIS 120.475	VOLK APP CON 135.25 290.8	VOLK TOWER ★ 127.5 0 (CTAF) 239.25 0	GND CON 121.9 275.8	CHICAGO CENTER 133.3 257.92
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R6901A

R-6901B

KRUGY

(FAF)

GUNT

ZOTIK

ZENAR

2900

089°

(6)

Λ 1826

1345

1145

1019

3300

360°

(6)

Λ 2170

(IAF)

GUNIE

4000



968

ZOGEL

Λ

360°

180°

9 NM

Λ 1622

EMERG SAFE ALT 100 NM 4200

4000

ZOGEL

ELEV 912

KRUGY

3300

089°

2900

GUNT

1860

ZOTIK

1.7 NM to

ZENAR

$$\frac{2.82^\circ}{TCH 51}$$

3 NM

3 NM

CATEGORY

A

B

C

D

E

LNAV

1500-3/4

588 (600-3/4)

1500-1

588 (600-1)

1500-1 1/4

588 (600-1 1/4)

1500-1 1/2

588 (600-1 1/2)

CIRCLING

NA

089° to

ZENAR

A5

P

9000 X 150

27

TDZE

912

1039

1262

★

HIRL Rwy 9-27 0

TACAN VOK
Chan 41

APCH CRS
076°

Rwy Idg	9000
TDZE	912
Arpt Elev	912

AL-714 [USAF]

Volk Field (KVOK)



* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ mile, CAT D to 1¾ miles, CAT E to 2 miles.
** Circling not authorized South of Rwy 9-27.



MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 intercept VOK R-180 to MAXXX and hold.

ATIS
120.475

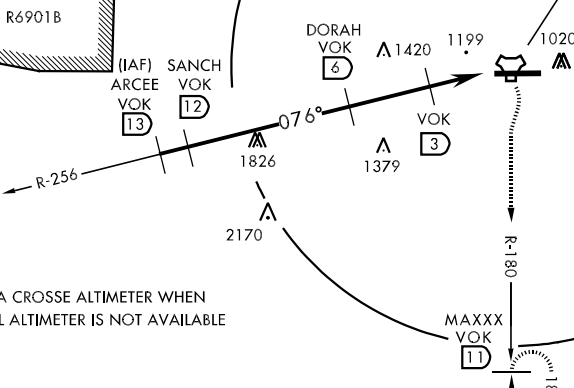
VOLK APP CON	
135.25	290.8

VOLK TOWER ★
127.5 (L) (CTAF) 239.25 (L)

	GND CON
121.9	275.8

CHICAGO CENTER
133.3 257.92

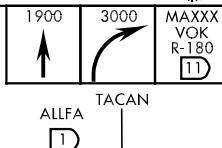
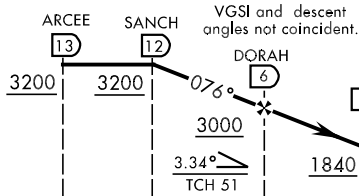
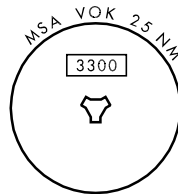
R-6901A



USE LA CROSSE ALTIMETER WHEN
LOCAL ALTIMETER IS NOT AVAILABLE

EMERG SAFE ALT 100 NM 4200

Max holding 265 KIAS
Max holding alt 8000



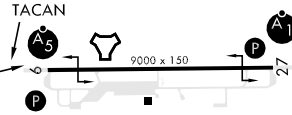
		← 3.0 NM →		← 2.0 NM →		0.5	
CATEGORY	A		B	C	D	E	
S-9 *	1500- ¾ 588 (600-¾)			1500-1 588 (600-1)	1500-1¼ 588 (600-1¼)	1500-1½ 588 (600-1½)	
CIRCLING **	1500-1 588 (600-1)			1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)	

LA CROSSE ALTIMETER SETTING MINIMUMS

S-9 ***	1640-3/4 728 (800-3/4)	1640-1 1/2 728 (800-1 1/2)	1640-1 3/4 728 (800-1 3/4)	1640-2 1/2 728 (800-2 1/2)
CIRCLING **	1640-1 728 (800-1)	1640-2 728 (800-2)	1640-2 1/4 728 (800-2 1/4)	1720-2 3/4 808 (900-2 3/4)

ELEV 912

076° to



TDZE 1039
912

HIRL Rwy 9-27

CAMP DOUGLAS, WISCONSIN

Amdt 1 09295

43°56'N-90°16'W

Volk Field (KVOK)

TACAN VOK
Chan 41

PCH CR
277°

Rwy Idg	9000
TDZE	905
Arprt Elev	912

AL-714 [USAF]

VOLK FIELD (KVOK)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, and CAT DE to 1½ miles.
** Circling not authorized South of Rwy 9-27.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000, intercept VOK TACAN R-180 to MAXXX and hold.

ATIS
120.475

VOLK APP CON
135.25 290.8

VOLK TOWER ★
127.5 (CTAF) 239.25

GND CON
21.9 275

CHICAGO CENTER
133.3 257.92

******* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C to 1½ miles, CAT D to 1¾ miles, and CAT E to 2 miles.

R-6901A

R6901B

WHEN CONTROL TOWER CLOSED,
USE LA CROSSE ALTIMETER SETTING.

EMERG SAFE ALT 100 NM 4200

ELEV 912

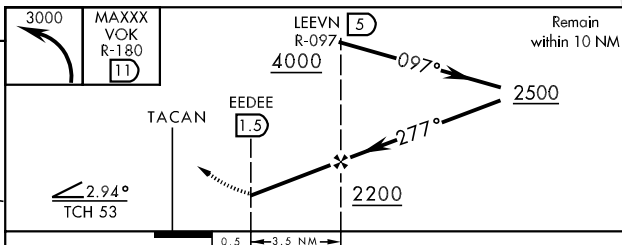
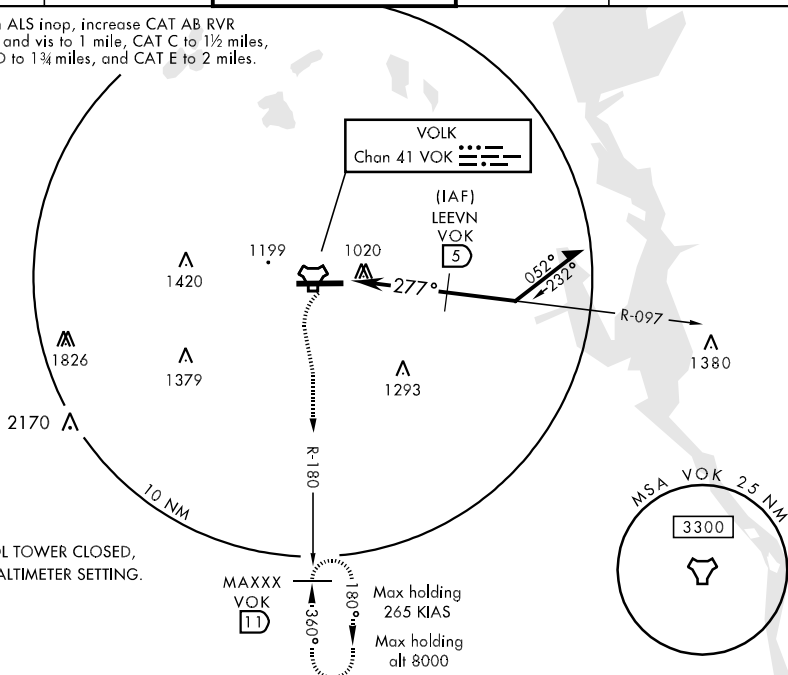
HIRL Rwy 9-27 **L**

CAMP DOUGLAS, WISCONSIN

Amdt 2 09295

43°56'N-90°16'W

Volk Field (KVOK)



CATEGORY	A	B	C	D	E
S-27 *	1360/24 455 (500-½)		1360/40 455 (500-¾)	1360/50 455 (500-1)	
CIRCLING **	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-27 ***	1500/24 595 (600-½)		1500/50 595 (600-1)	1500/60 595 (600-1¼)	1500-1½ 595(600-1½)
CIRCLING **	1540-1 628 (700-1)	1640-1 728 (800-1)	1640-2 728 (800-2)	1640-2¼ 728(800-2¼)	1720-2¾ 808(900-2¾)

▲

NA

IAF

ARM APPROACH MODE PRIOR TO IAF.

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 3200

direct IJPUD WP and hold.

RICE LAKE AWOS-3

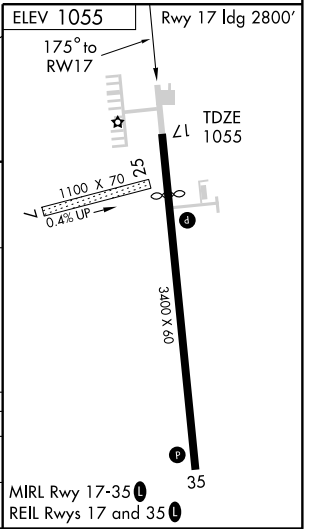
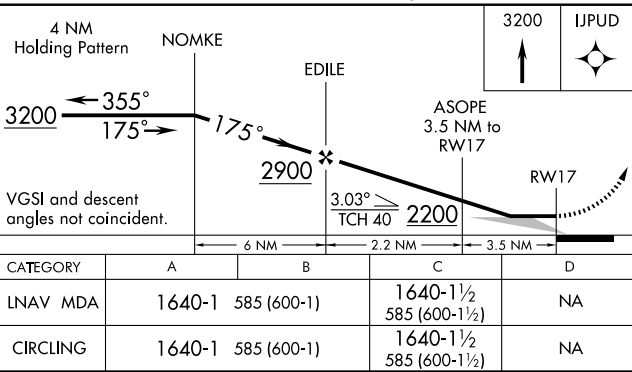
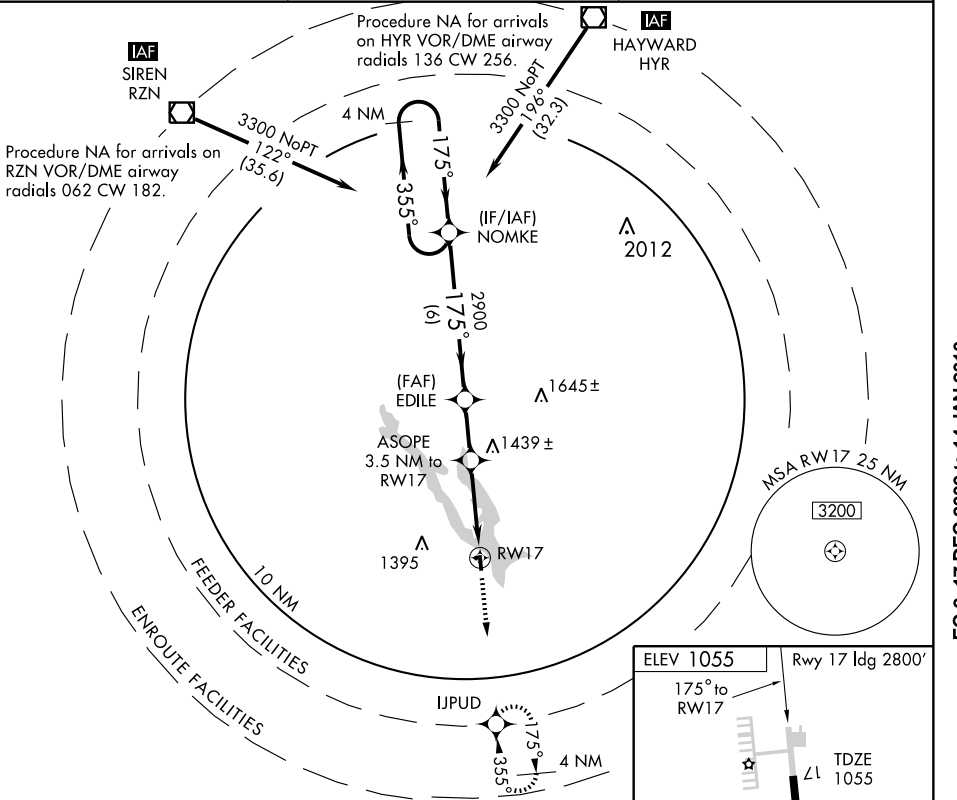
120.525

MINNEAPOLIS CENTER

125.3 335.6

CTAF

122.9



APP CRS	Rwy Idg	3400
355°	TDZE	1055
	Apt Elev	1055

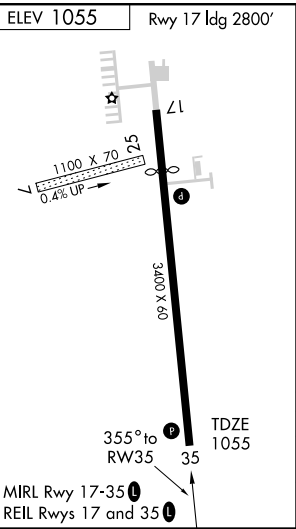
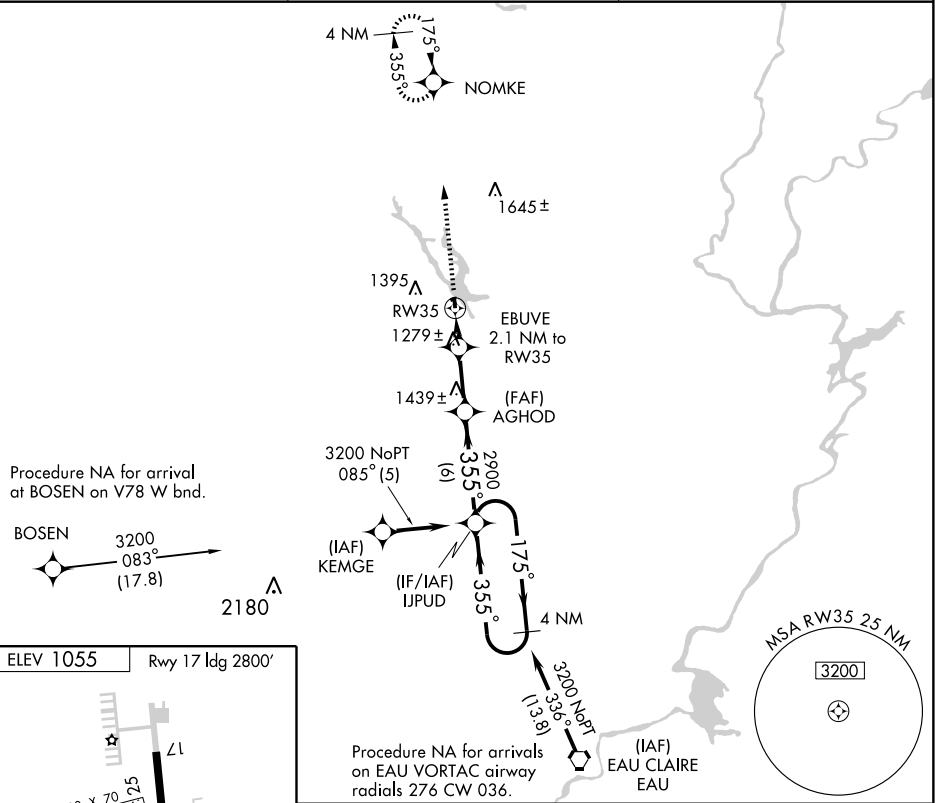
AL- 6935 (FAA)

RNAV (GPS) RWY 35

CHETEK MUNI-SOUTHWORTH (Y23)

NA	Use Rice Lake altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3200 direct NOMKE WP and hold.
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RICE LAKE AWOS-3 120.525	MINNEAPOLIS CENTER 125.3 335.6	CTAF 122.90
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3200	NOMKE	4 NM Holding Pattern			
CATEGORY	A	B	C	D	
RNAV MDA	1580-1	525 (600-1)	1580-1½ 525 (600-1½)	NA	
CIRCLING	1640-1	585 (600-1)	1640-1½ 585 (600-1½)	NA	

VOR/DME RPD 110.0 Chan 37	APP CRS 136°	Rwy Idg TDZE Apt Elev	N/A N/A 1056
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VOR/DME-A

CHETEK MUNI-SOUTHWORTH (Y23)

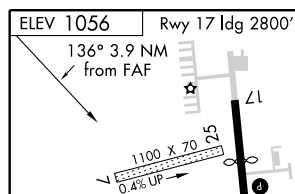
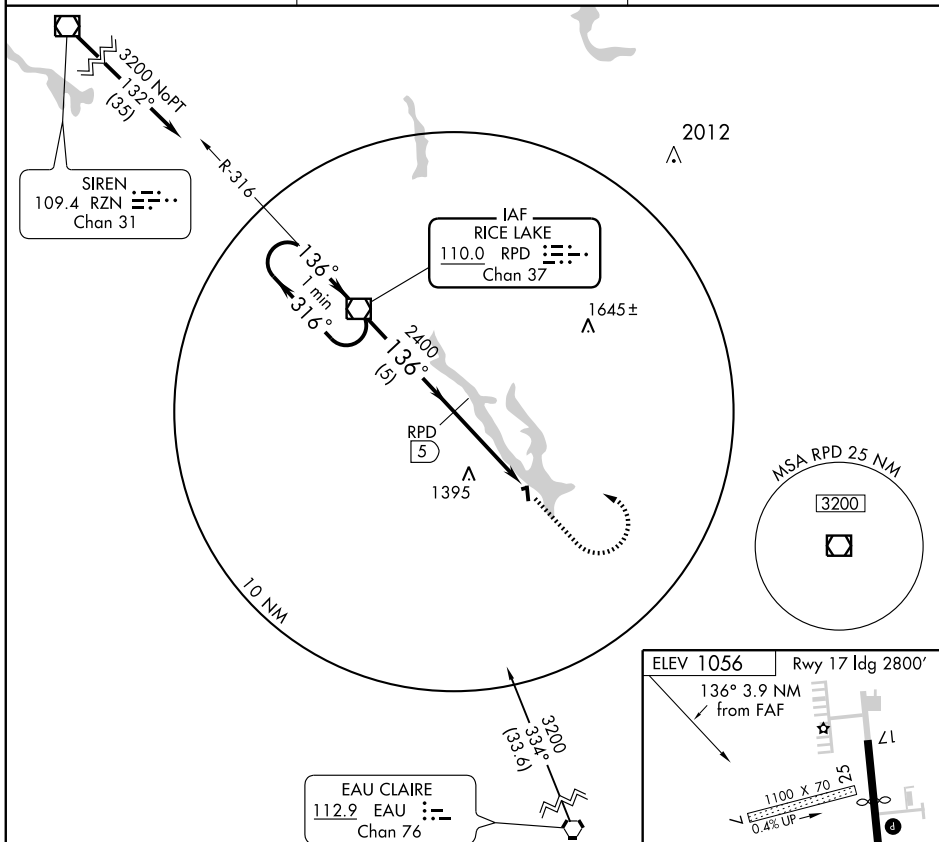
▲ NA Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3200 direct RPD VOR/DME and hold.

RICE LAKE AWOS-3
120.525

MINNEAPOLIS CENTER
125.3 335.6

CTAF
122.9



VOR/DME				2400	3200	RPD
One Minute Holding Pattern				↑	↻	110.0
3200 ← 316° 136° →				RPD 5	RPD 8.9	
2400				5 NM	3.9 NM	
CATEGORY	A	B	C	D		
CIRCLING	1680-1	622 (700-1)	1680-1¾ 622 (700-1¾)	NA	Knots	60 90 120 150 180
					Min:Sec	

APP CRS	Rwy Idg	3300
045°	TDZE	822
	Apt Elev	822

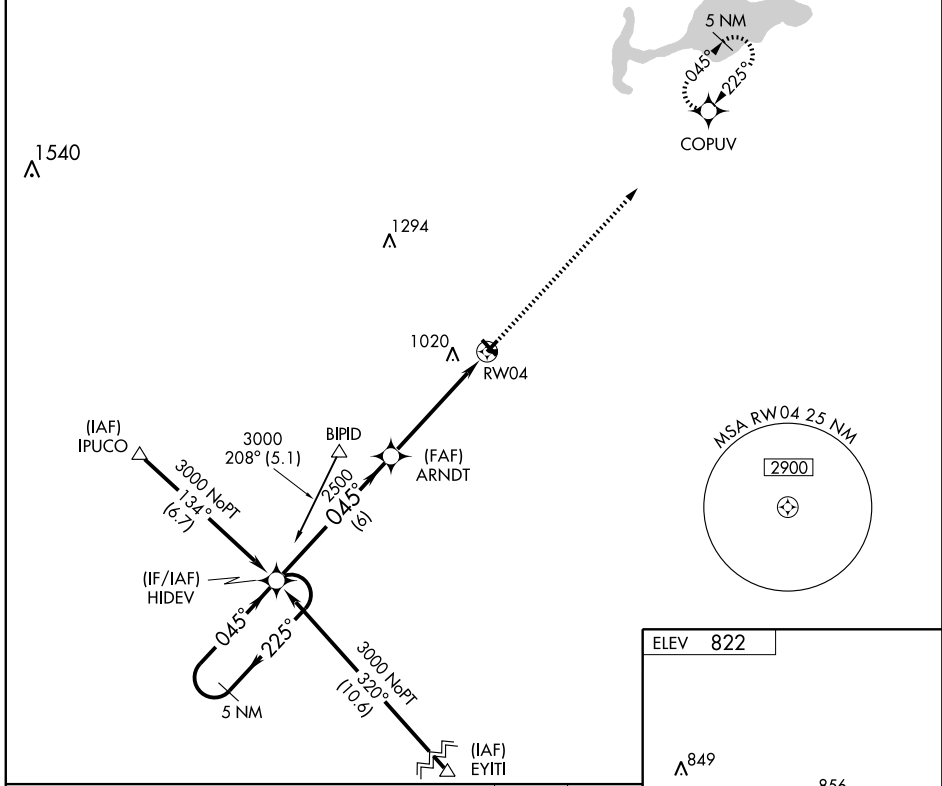
RNAV (GPS) RWY 4

CLINTONVILLE MUNI (CLT)

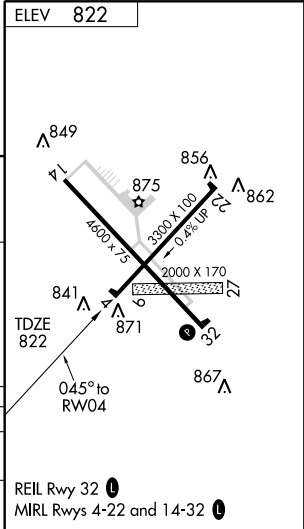
⚠ DME/DME RNP-0.3 NA. Circling to Rwy 4-22 NA for Cat. C. If local altimeter setting not received, use Green Bay altimeter setting and increase all MDAs 80 feet.

⚠ MISSED APPROACH: Climb to 3000 direct COPUV and hold.

AWOS-3 120.675	GREEN BAY APP CON* 126.3 338.2	GCO 121.725	UNICOM 122.8 (CTAF) 1
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<div>5 NM Holding Pattern</div> <div>HIDEV</div> <div>3000</div> <div>225°</div> <div>045°</div> <div>045°</div> <div>ARNDT</div> <div>2500</div> <div>3.04°</div> <div>TCH 40</div> <div>6 NM</div> <div>3.8 NM</div> <div>1.2</div> <div>1.2 NM to RW04</div> <div>RW04</div> <div>3000</div> <div>COPUV</div>						
CATEGORY	A		B	C	D	
LNAV MDA	1260-1		438 (500-1)	NA		
CIRCLING	1320-1		498 (500-1)	1320-1½ 498 (500-1½)	NA	



APP CRS	Rwy Idg	4600
139°	TDZE	821
	Apt Elev	822

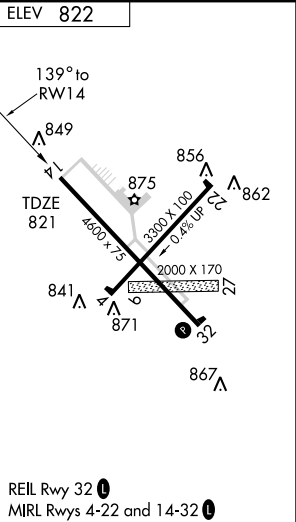
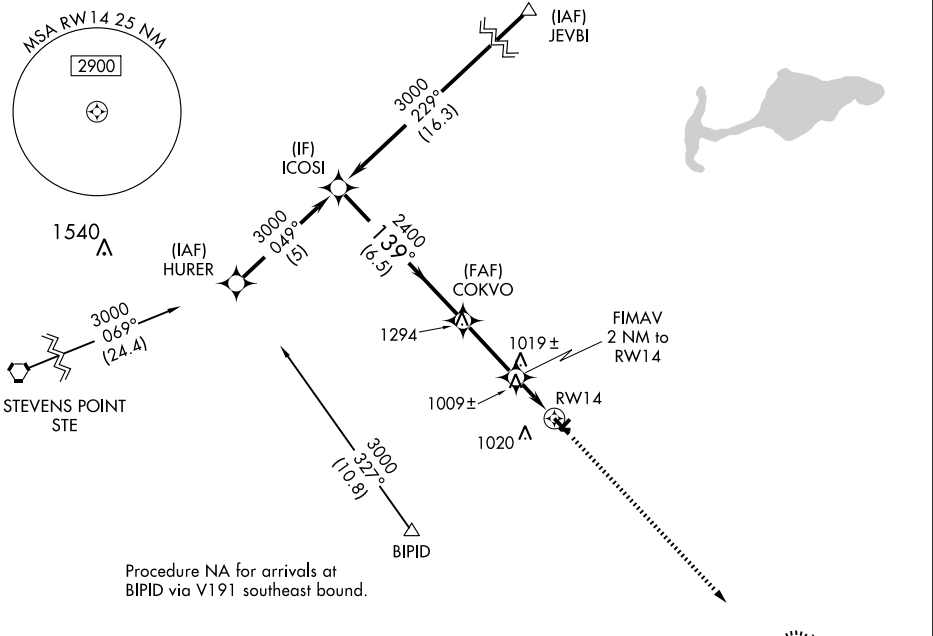
RNAV (GPS) RWY 14

CLINTONVILLE MUNI (CLT)

⚠ DME/DME RNP-0.3 NA. Circling to Rwy 4-22 NA for Cat. C.
⚠ Visibility reduction by helicopters NA. If local altimeter setting not received, use Green Bay altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct GIGKE and hold.

AWOS-3 120.675	GREEN BAY APP CON★ 126.3 338.2	GCO 121.725	UNICOM 122.8 (CTAF) U
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	ICOSI	COKVO	FIMAV 2 NM to RW14	RW14
	3000	2400	1480	
Procedure Turn NA				
	6.5 NM	2.8 NM	2 NM	
CATEGORY	A	B	C	D
LNNAV MDA	1260-1	439 (500-1)	1260-1¼ 439 (500-1¼)	NA
CIRCLING	1320-1	498 (500-1)	1320-1½ 498 (500-1½)	NA

REIL Rwy 32 **U**
MIRL Rwy 4-22 and 14-32 **U**

APP CRS	Rwy Idg	3300
225°	TDZE	820
	Apt Elev	822

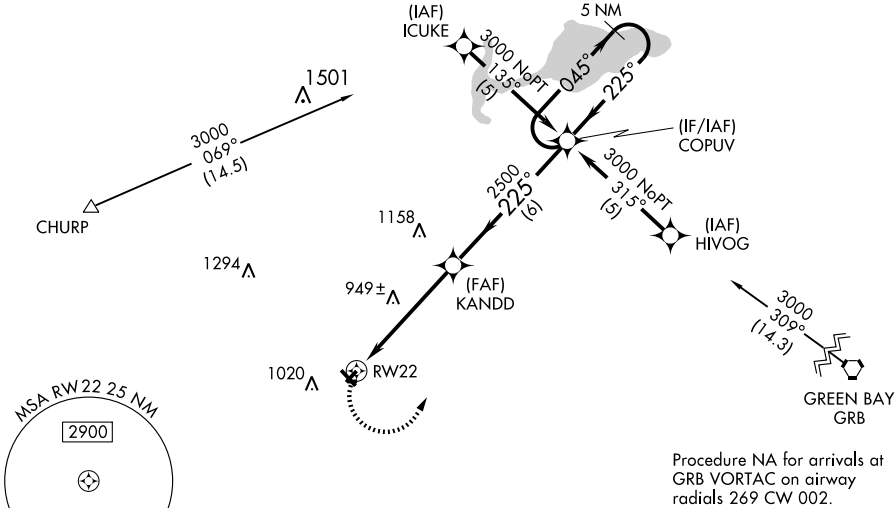
RNAV (GPS) RWY 22

CLINTONVILLE MUNI (CLI)

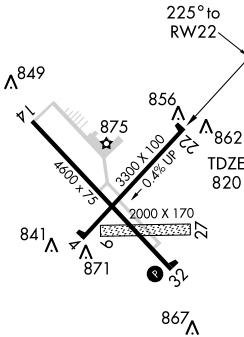
⚠ DME/DME RNP-0.3 NA. Circling to Rwy 4-22 NA for Cat. C. Visibility reduction by helicopters NA. If local altimeter setting not received, use Green Bay altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct COPUV and hold.

AWOS-3 120.675	GREEN BAY APP CON* 126.3 338.2	GCO 121.725	UNICOM 122.8 (CTAF) 📻
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ELEV 822



REIL Rwy 32 **📻**
MIRL Rwy 4-22 and 14-32 **📻**

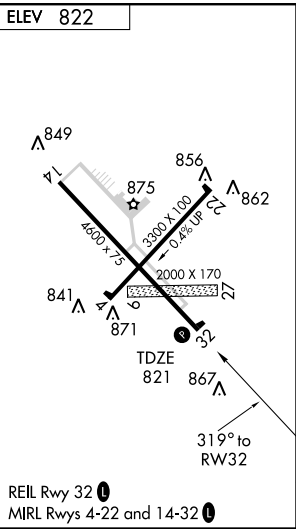
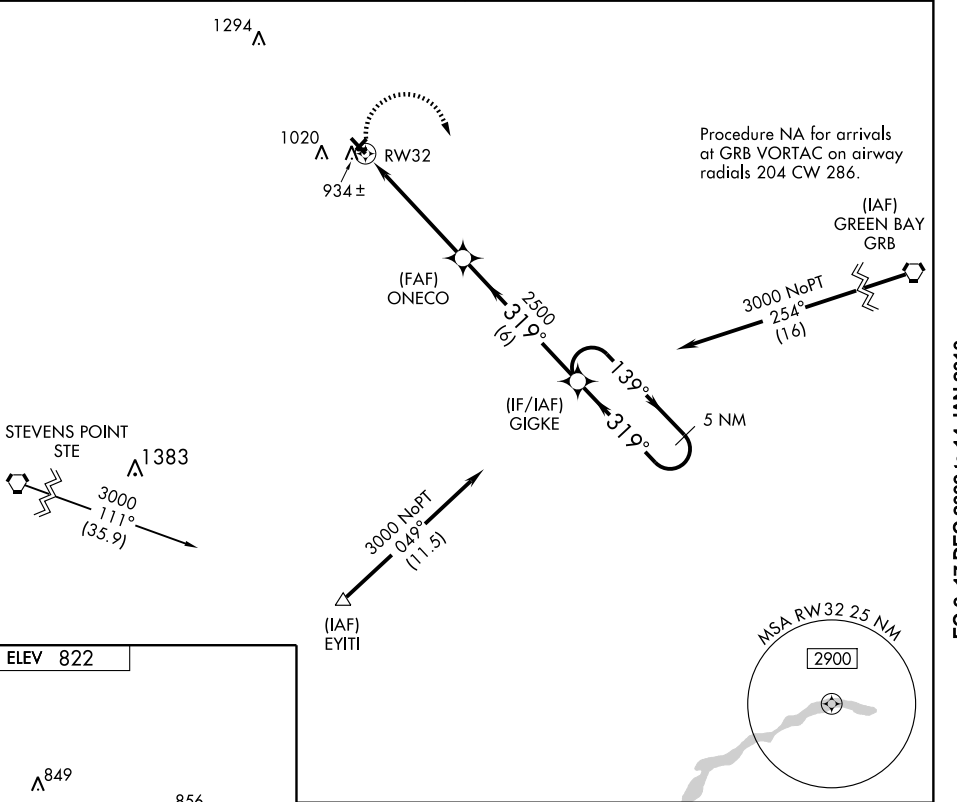
	KANDD			
	COPUV			

⚠ Circling to Rwy 4-22 NA for Cat. C. DME/DME RNP-0.3 NA.

⚠ Visibility reduction by helicopters NA. If local altimeter setting not received, use Green Bay altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 direct GIGKE and hold.

AWOS-3 120.675	GREEN BAY APP CON★ 126.3 338.2	GCO 121.725	UNICOM 122.8 (CTAF) 1
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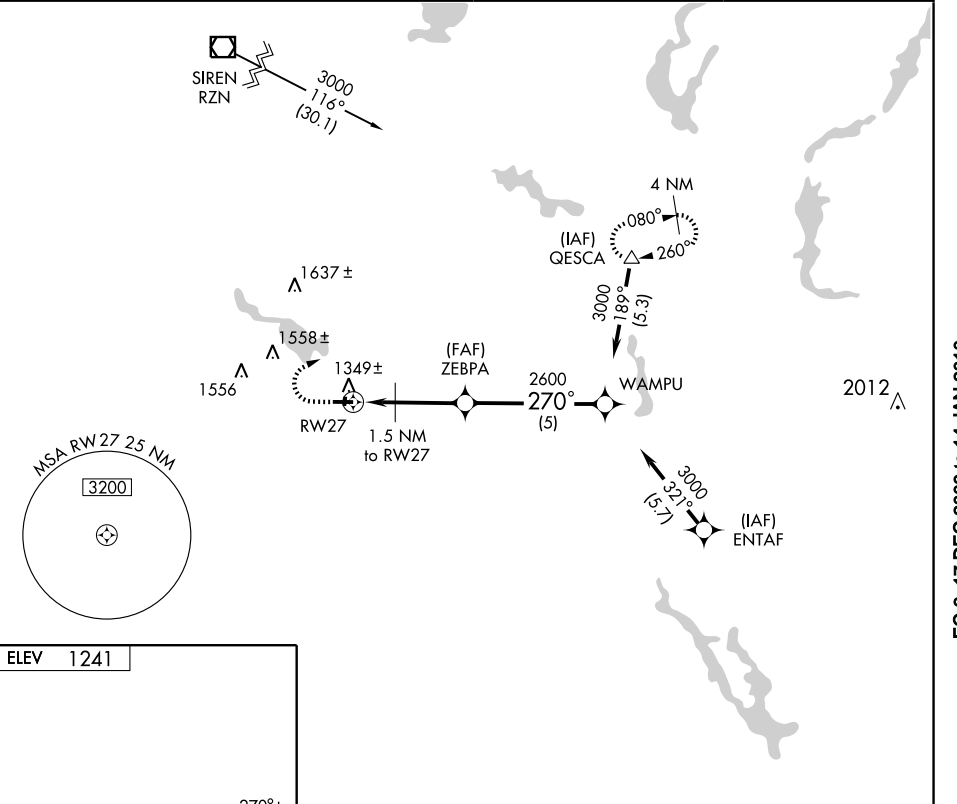
3000	GIGKE	5 NM Holding Pattern			
ONECO					
RW32					
2500					
319°					
139°					
3000					
CATEGORY	A	B	C	D	
LNNAV MDA	1240-1	419 (500-1)	1240-1¼ 419 (500-1¼)	NA	
CIRCLING	1320-1	498 (500-1)	1320-1½ 498 (500-1½)	NA	

▲ NA

Use Rice Lake alimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct QESCA WP and hold.

GCO 121.725	GREEN BAY RADIO 122.3	UNICOM 122.8 (CTAF) 1
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ELEV 1241

REIL Rwy 27 1
MIRL Rwy 9-27 1

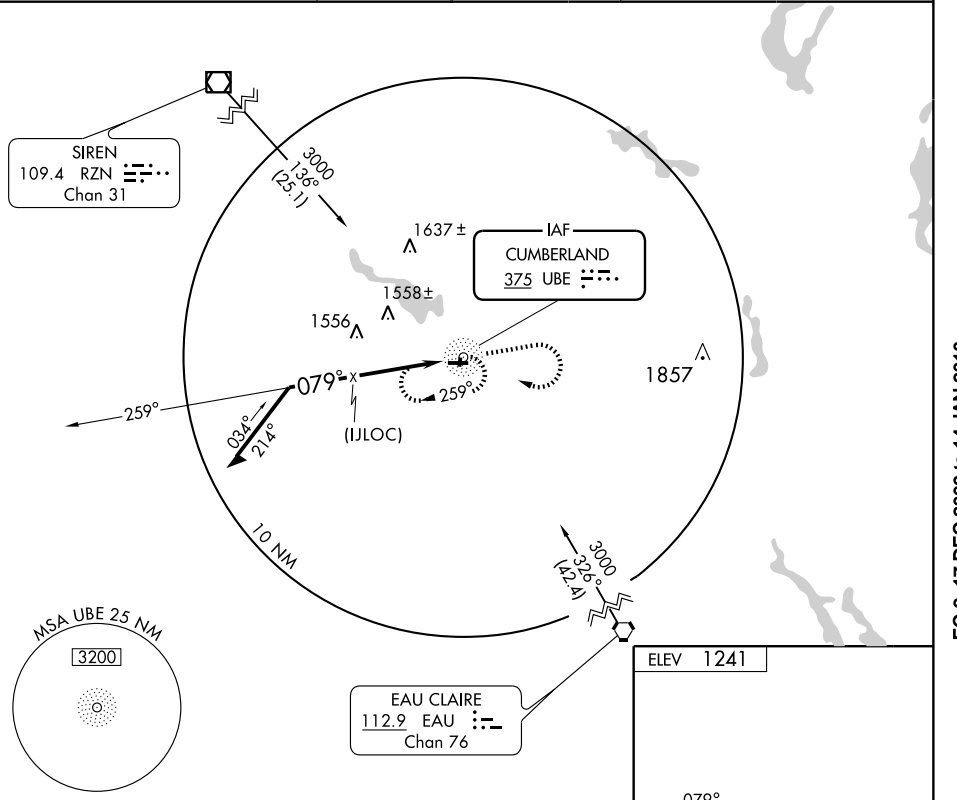
	2000	4000	QESCA	
		1.5 NM to RW27	ZEBPA	WAMPU
			2600	3000
			1800	Procedure Turn NA
		1.5 NM	2.5 NM	5 NM
CATEGORY	A	B	C	D
S-27	1660-1	422 (500-1)	1660-1¼ 422 (500-1¼)	NA
CIRCLING	1780-1 539 (600-1)	1800-1 559 (600-1)	1840-1½ 599 (600-1½)	NA

NA

Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 3000, then right turn direct UBE NDB and hold.

GCO 121.725	GREEN BAY RADIO 122.3	UNICOM 122.8 (CTAF)
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Remain within 10 NM

3000

259°

079°

(IJLOC)

4 NM

3000

UBE 375

079° to NDB

4050 X 75

81

27

TDZE 1241

2000

36

CATEGORY	A	B	C	D
S-9	2000-1 759 (800-1)	2000-1¼ 759 (800-1¼)	2000-2¼ 759 (800-2¼)	NA
CIRCLING	2000-1 759 (800-1)	2000-1¼ 759 (800-1¼)	2000-2¼ 759 (800-2¼)	NA

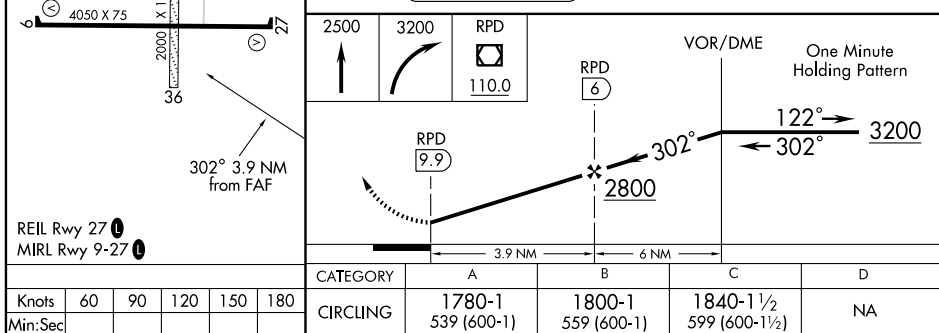
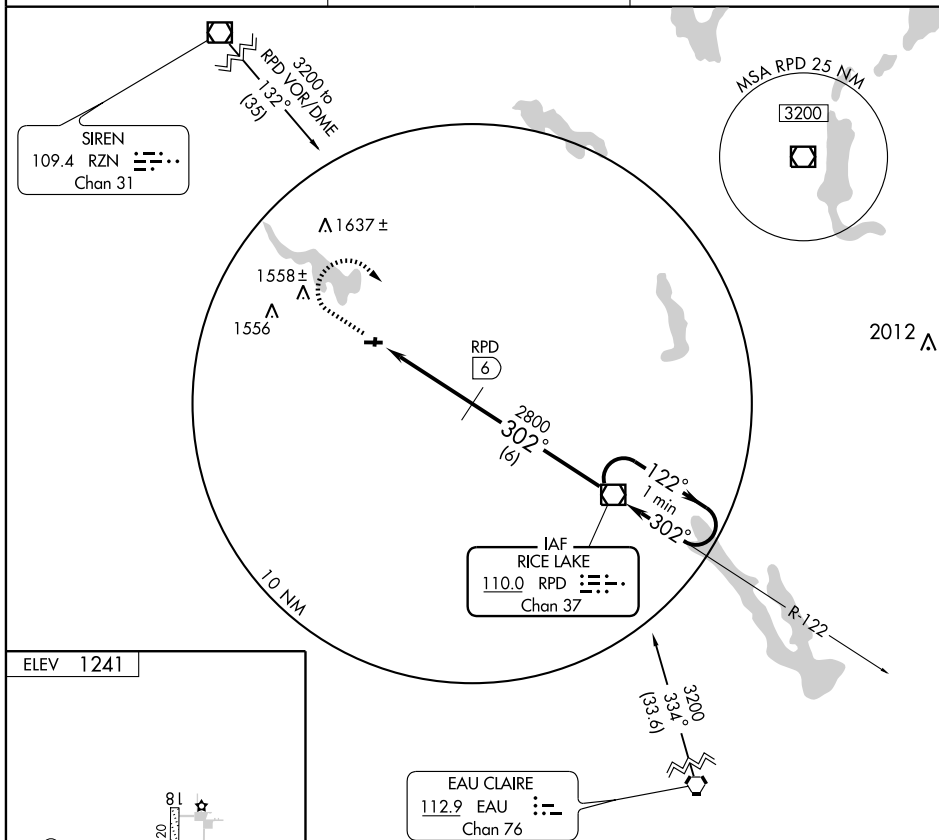
REIL Rwy 27

MIRL Rwy 9-27

Knots	60	90	120	150	180
Min:Sec					

EC-3, 17 DEC 2009 to 14 JAN 2010

MISSED APPROACH: Climb to 2500 then climbing right turn to 3200 direct RPD VOR/DME and hold.

UNICOM
122.8 (CTAF) **L**

APP CRS	Rwy Idg	4103
187°	TDZE	978
	Apt Elev	981

RNAV (GPS) RWY 18

DEHAVAN/LAKE LAWN (C59)

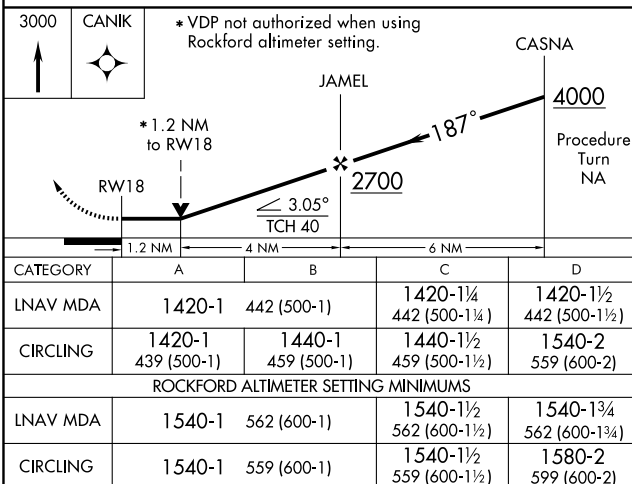
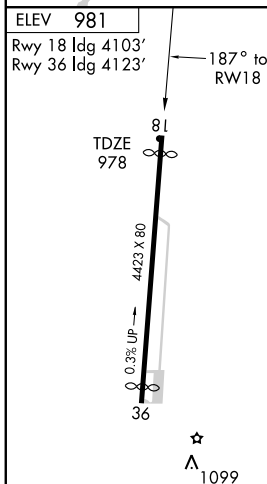
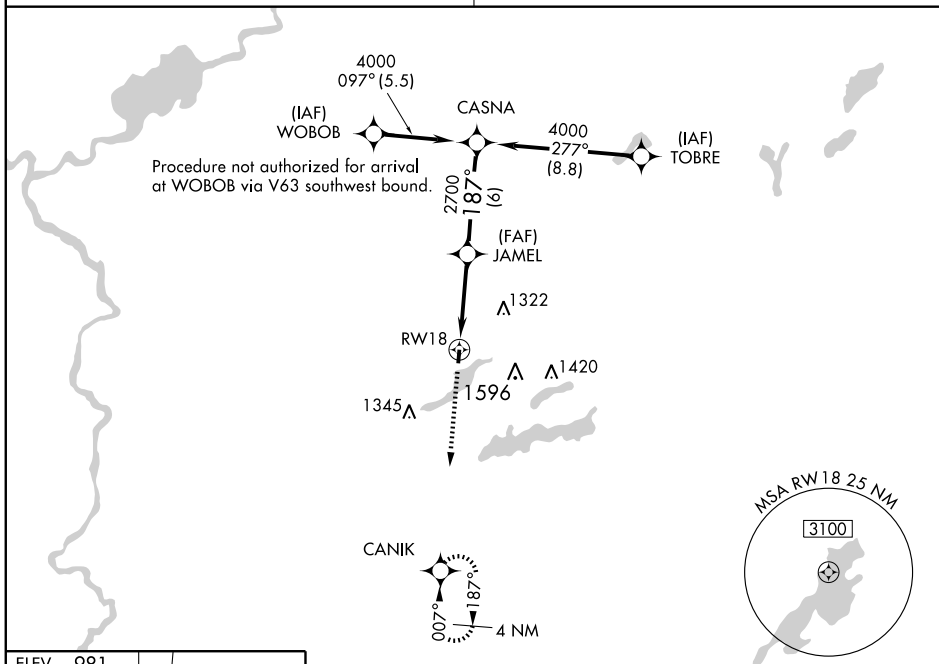


GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not
received, use Rockford altimeter setting.

MISSED APPROACH: Climb to 3000
direct CANIK WP and hold.

ROCKFORD APP CON
121.0 327.0

CTAF
122.9



APP CRS	Rwy Idg	4123
007°	TDZE	981
	Apt Elev	981

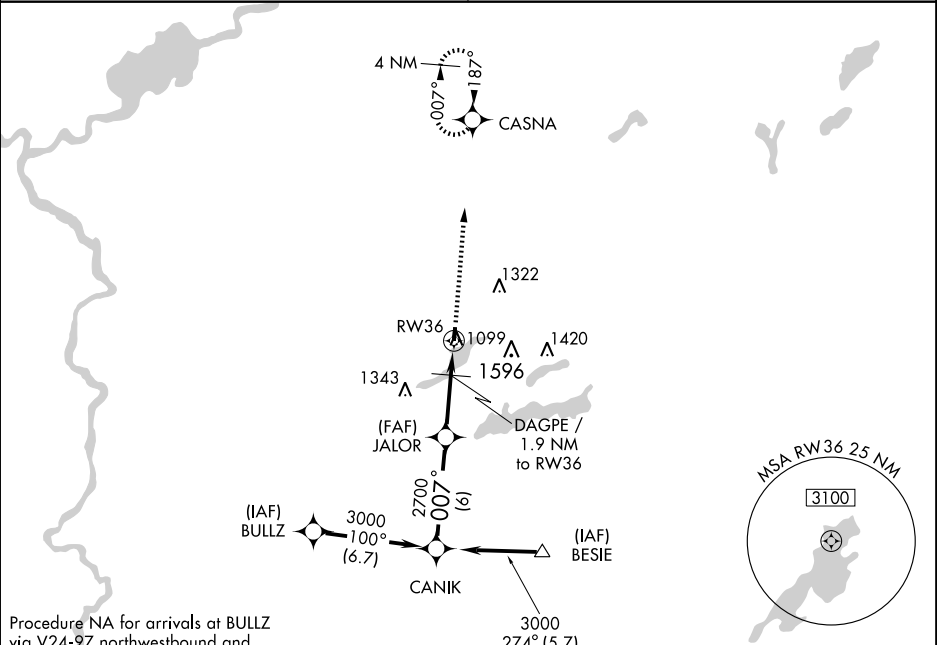
RNAV (GPS) RWY 36

DELAVAN/LAKE LAWN (C59)

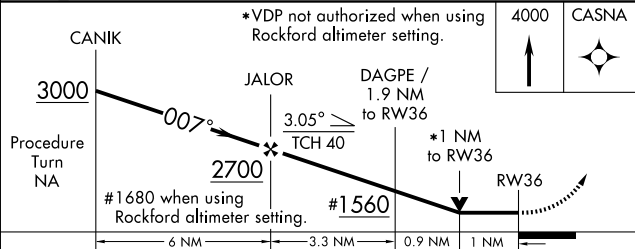
GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Rockford altimeter setting.

MISSED APPROACH: Climb to 4000 direct CASNA WP and hold.

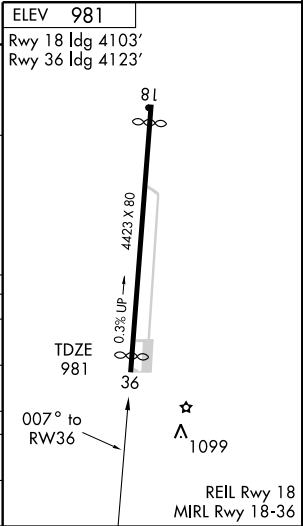
ROCKFORD APP CON 121.0 327.0	CTAF 122.9
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Procedure NA for arrivals at BULLZ via V24-97 northwestbound and arrivals at BESIE via V228 southeastbound.



CATEGORY	A	B	C	D
RNAV MDA	1340-1	359 (400-1)		1340-1 1/4 359 (400-1 1/4)
CIRCLING	1400-1 419 (500-1)	1440-1 459 (500-1)	1440-1 1/2 459 (500-1 1/2)	1540-2 559 (600-2)
ROCKFORD ALTIMETER SETTING MINIMUMS				
RNAV MDA	1460-1	479 (500-1)	1460-1 1/4 479 (500-1 1/4)	1460-1 1/2 479 (500-1 1/2)
CIRCLING	1520-1	539 (600-1)	1520-1 1/2 539 (600-1 1/2)	1580-2 599 (600-2)



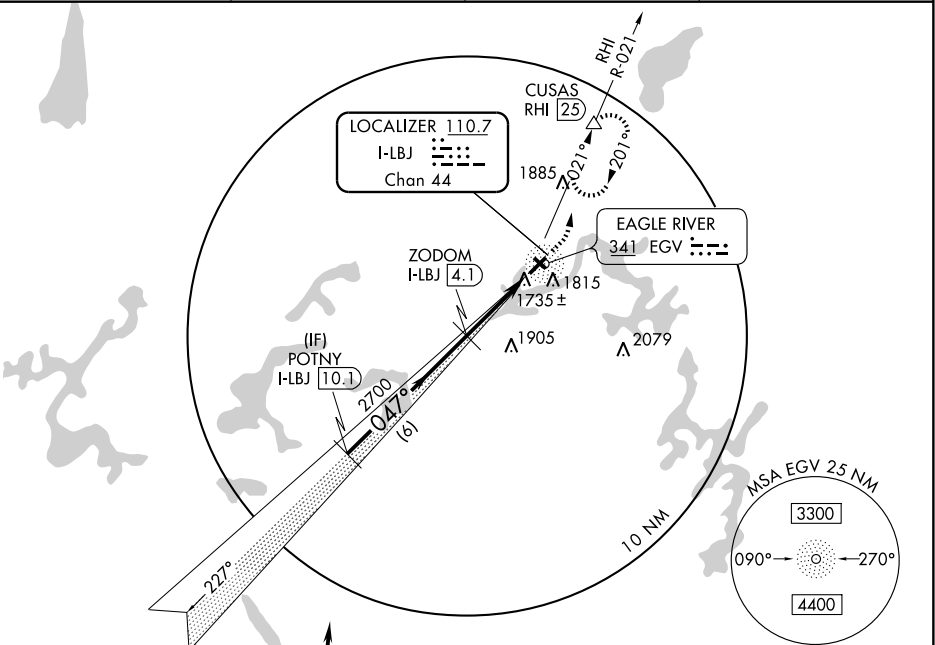
LOC/DME I-LBJ	APP CRS	Rwy Idg	5000
110.7	047°	TDZE	1642
Chan 44		Apt Elev	1642

LOC/DME RWY 4
EAGLE RIVER UNION (EGV)

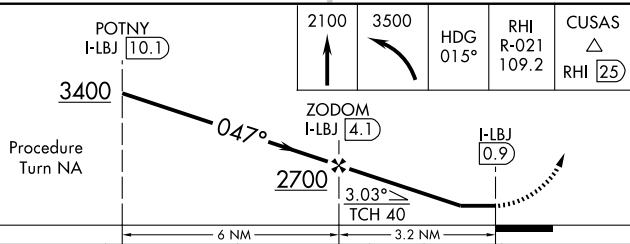
NA If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3500 via heading 015° and RHI R-021 to CUSAS/RHI 25 DME and hold.

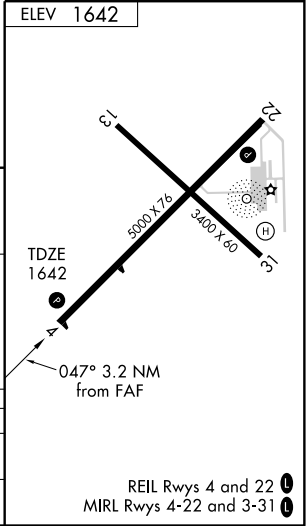
AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at RHI VORTAC via V191 Southeast bound, V63 Southbound.



CATEGORY	A	B	C	D
S-4	2000-1 358 (400-1)			2000-1¼ 358 (400-1¼)
CIRCLING	2120-1 478 (500-1)		2120-1½ 478 (500-1½)	2200-2 558 (600-2)



REIL Rwy 4 and 22 **0**
MIRL Rwy 4-22 and 3-31 **0**

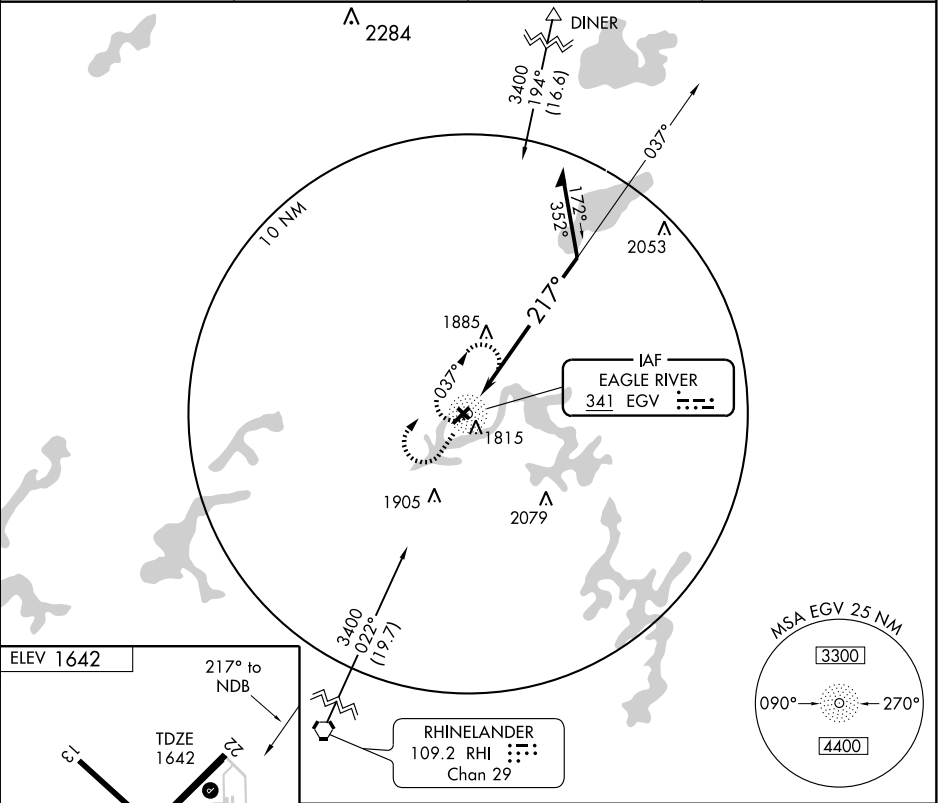
NDB EGV	APP CRS	Rwy Idg	5000
341	217°	TDZE	1642
		Apt Elev	1642

NDB RWY 22
EAGLE RIVER UNION (EGV)

▼ If local altimeter setting not received, use Minocqua-Woodruff
altimeter setting and increase all MDAs 60 feet.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3400 then
right turn direct EGV NDB and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) 0
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REIL Rwy 22 0 MIRL Rwy 4-22 and 3-31 0				
CATEGORY	A	B	C	D
S-22	2420-1 778 (800-1)	2420-1 1/4 778 (800-1 1/4)	2420-2 1/4 778 (800-2 1/4)	2420-2 1/2 778 (800-2 1/2)
CIRCLING	2420-1 778 (800-1)	2420-1 1/4 778 (800-1 1/4)	2420-2 1/4 778 (800-2 1/4)	2420-2 1/2 778 (800-2 1/2)

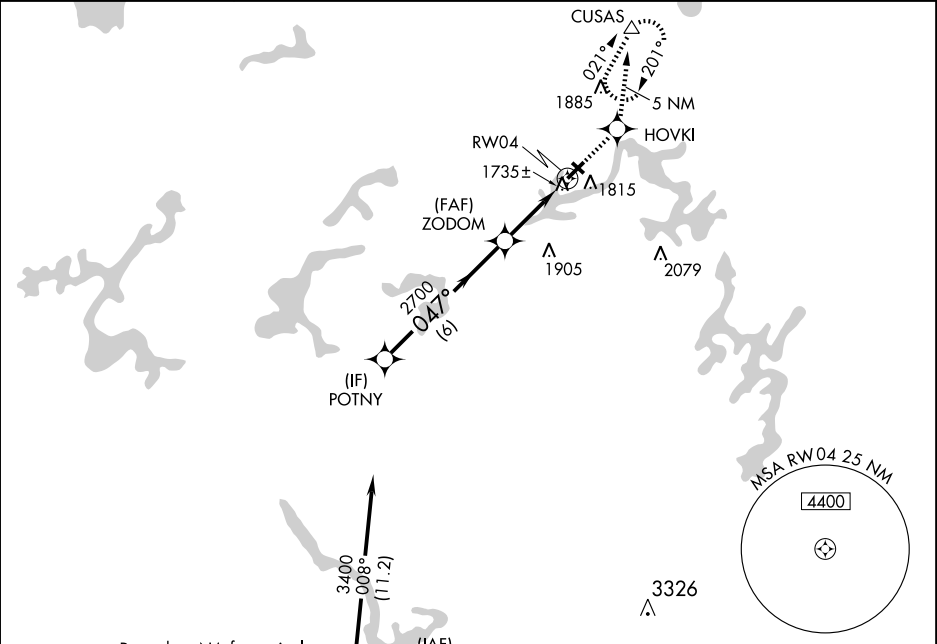
RNAV (GPS) RWY 4
EAGLE RIVER UNION (EGV)

WAAS CH 82002 W04A	APP CRS 047°	Rwy Idg TDZE Apt Elev	5000 1642 1642
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▼ DME/DME RNP-0.3 NA. Baro-VNAV NA when using Minocqua-Woodruff altimeter setting
▲ If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 44° C (112° F). Visibility reduction for helicopters NA.

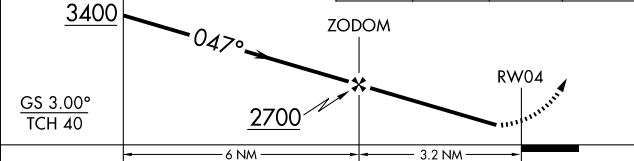
MISSED APPROACH: Climb to 3500 direct HOVKI and via 010° track to CUSAS and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) 0
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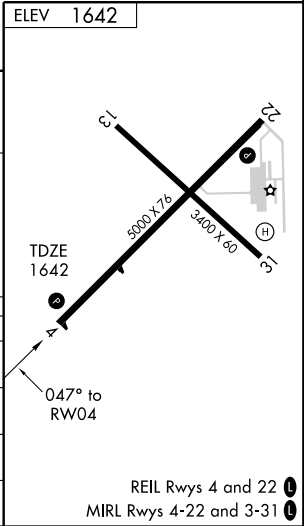


Procedure NA for arrivals at RHI VORTAC on airway radials 331 CW 021.

Procedure Turn NA	POTNY	3500	HOVKI	010° TRK	CUSAS
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CATEGORY	A	B	C	D
LPV DA	1970-1¼	328 (400-1¼)		
LNAV/VNAV DA	2005-1¼	363 (400-1¼)		
LNAV MDA	2080-1 438 (500-1)	2080-1¼ 438 (500-1¼)	2200-2 438 (500-1½)	
CIRCLING	2120-1¼ 478 (500-1¼)	2120-1½ 478 (500-1½)	558 (600-2)	



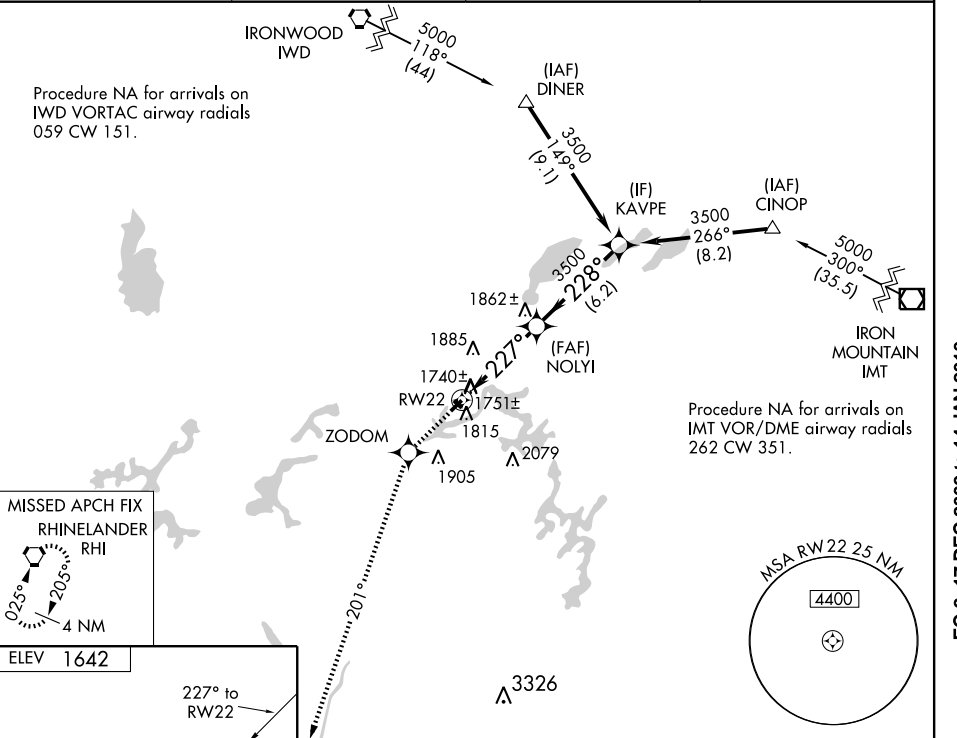
WAAS CH	99304	APP CRS	227°	Rwy Idg	5000
		TDZE	1642	TDZE	1642
		Apt Elev	1642		

⚠ If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 47 feet and all MDAs 60 feet. Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 45° C (113° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠

MISSED APPROACH: Climb to 3500 direct ZODEM and via 201° track to RHI VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	133.65 281.5	121.725	122.8 (CTAF) Ⓛ



MISSED APCH FIX
RHINELANDER
RHI

025°
4 NM

ELEV 1642

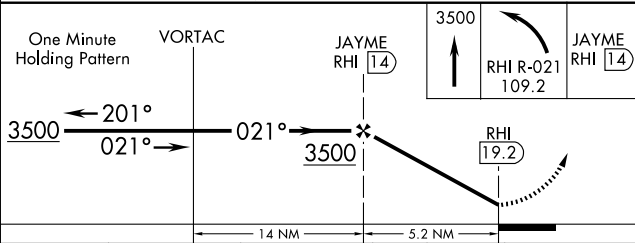
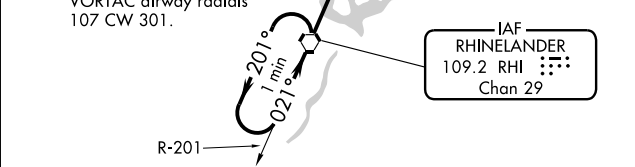
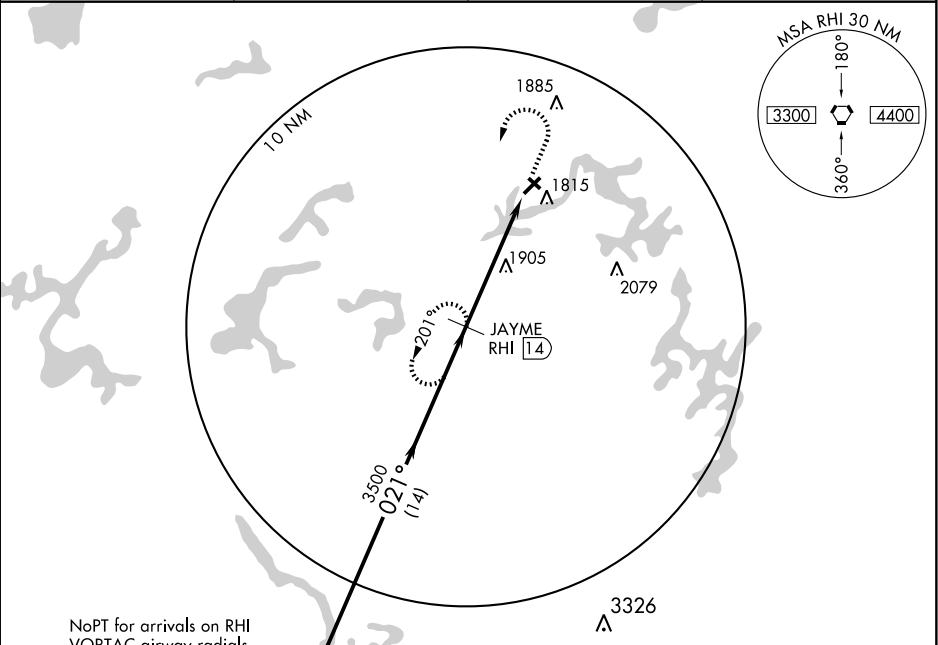
	3500	ZODEM	TRK 201°	RHI	VGSI and RNAV glidepath not coincident.	Procedure Turn NA
					NOLYI	KAVPE
					227°	228°
					3500	3500
					5.6 NM	6.2 NM
CATEGORY	A	B	C	D		
LPV DA	2012-1¼		370 (400-1¼)			
LNAV/VNAV DA	2038-1½		396 (400-1½)			
LNAV MDA	2040-1		398 (400-1)		2040-1¼ 398 (400-1¼)	
CIRCLING	2120-1		478 (500-1)		2120-1½ 478 (500-1½)	
					2200-2 558 (600-2)	

REIL Rwy 22 **Ⓛ**
MIRL Rwy 4-22 and 3-31 **Ⓛ**

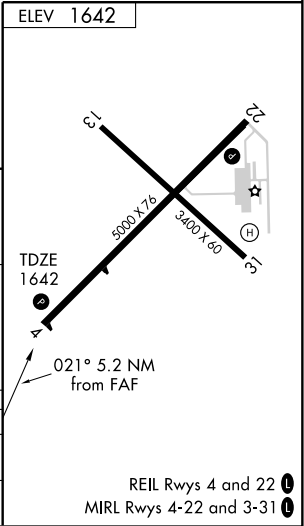
VORTAC RHI	APP CRS	Rwy Idg	5000
109.2	021°	TDZE	1642
Chan 29		Apt Elev	1642

VOR/DME RWY 4
EAGLE RIVER UNION (EGV)

		MISSED APPROACH: Climb to 3500 then left turn via RHI R-021 to JAYME and hold.	
AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-4	2260-1	618 (700-1)	2260-1¾ 618 (700-1¾)	2260-2 618 (700-2)
CIRCLING	2260-1	618 (700-1)	2260-1¾ 618 (700-1¾)	2260-2 618 (700-2)



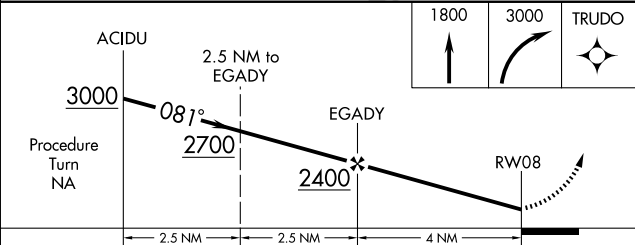
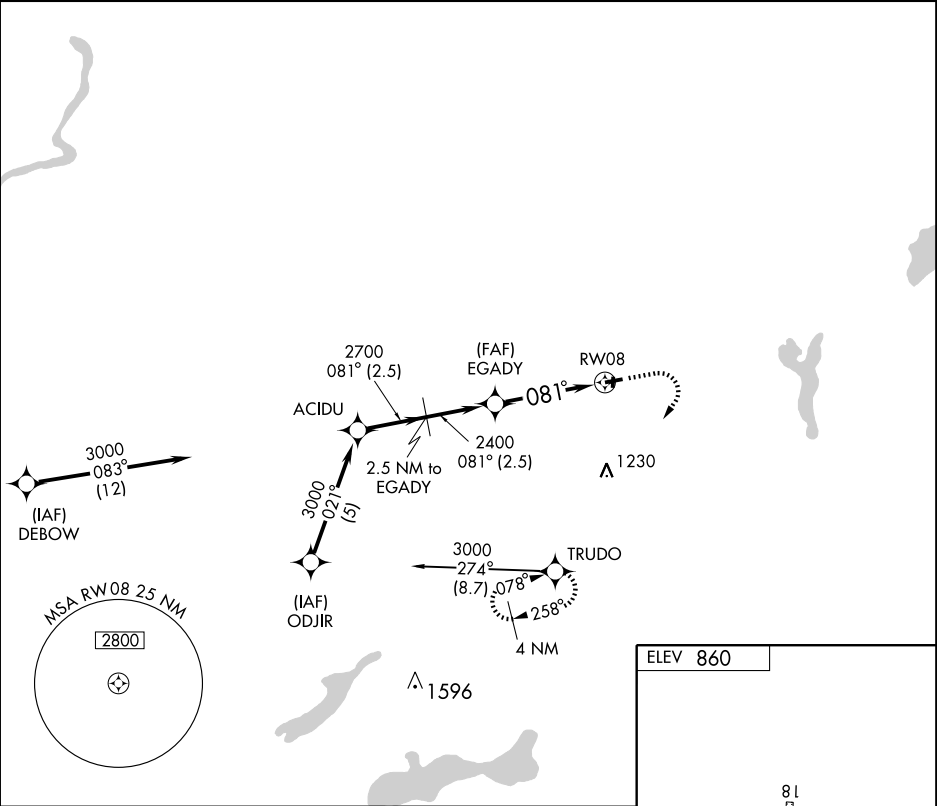
REIL Rwy 4 and 22 0
MIRL Rwy 4-22 and 3-31 0

GPS RWY 8
EAST TROY MUNI (57C)

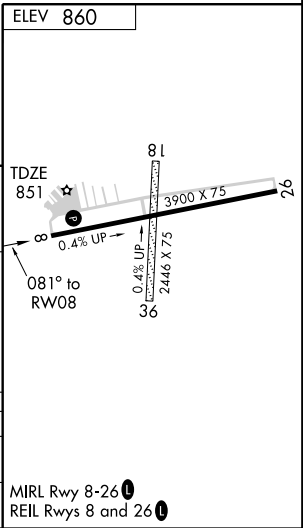
APP CRS	Rwy Idg	3900
081°	TDZE	851
	Apt Elev	860

▲ NA	Use Milwaukee (General Mitchell Intl) altimeter setting.	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct TRUDO WP and hold.
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GCO 121.725	MILWAUKEE APP CON 125.35 307.0	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-8	1380-1 529 (600-1)		1380-1½ 529 (600-1½)	1380-1¾ 529 (600-1¾)
CIRCLING	1380-1 520 (600-1)		1380-1½ 520 (600-1½)	1420-2 560 (600-2)



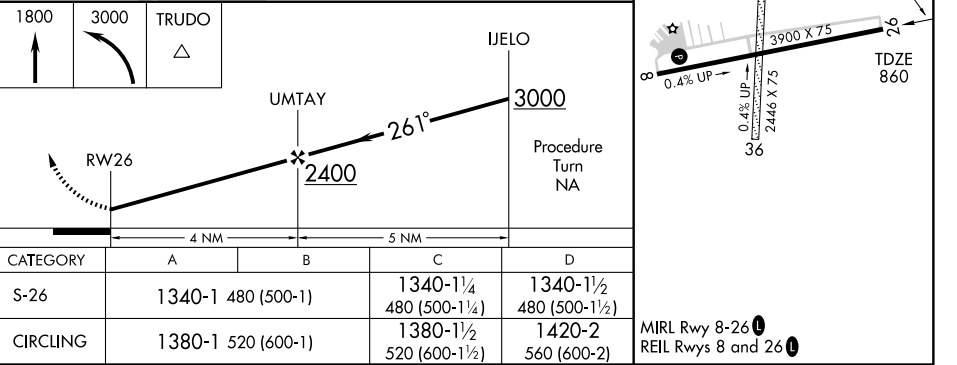
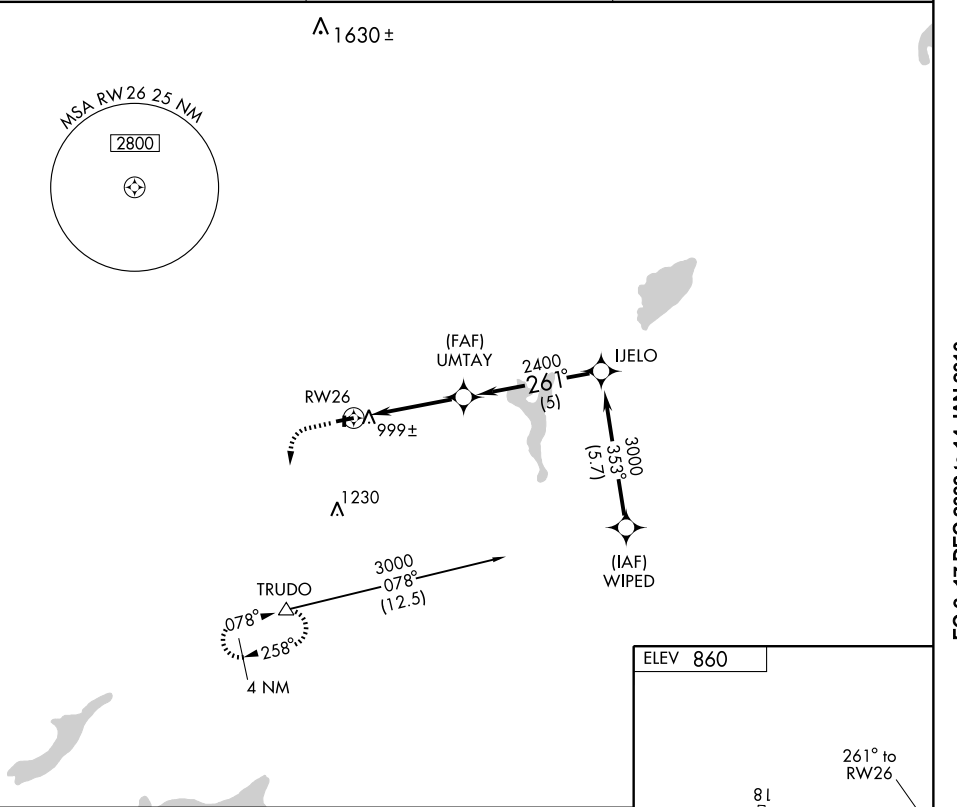
MIRL Rwy 8-26 **0**
REIL Rwy 8 and 26 **0**

NA

Use Milwaukee (General Mitchell Intl)
altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing
left turn to 3000 direct TRUDO Int and hold.

GCO 121.725	MILWAUKEE APP CON 125.35 307.0	UNICOM 123.0 (CTAF) 0
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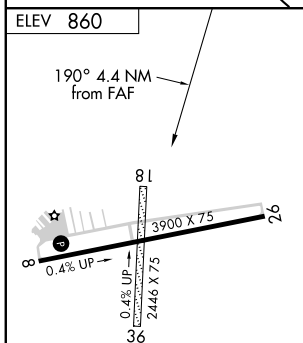
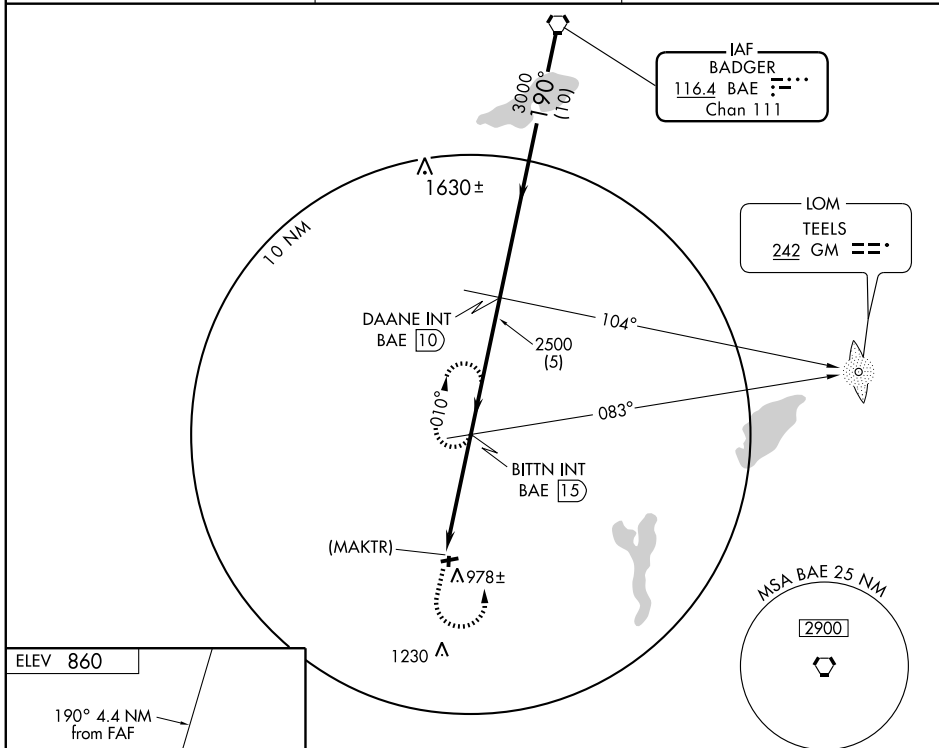
VORTAC BAE 116.4 Chan 111	APP CRS 190°	Rwy Idg TDZE Apt Elev N/A N/A 860
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VOR or GPS-A EAST TROY MUNI (57C)

Obtain local altimeter setting on CTAF; when not received,
NA use Milwaukee (General Mitchell) altimeter setting.
 ADF OR DME REQUIRED

MISSED APPROACH: Climb to 2500 then left turn via
 BAE R-190 to BITTN Int/15 DME and hold.

GCO 121.725	MILWAUKEE APP CON 125.35 307.0	UNICOM 123.0 (CTAF) 0
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MIRL Rwy 8-26
 REIL Rlys 8 and 26

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

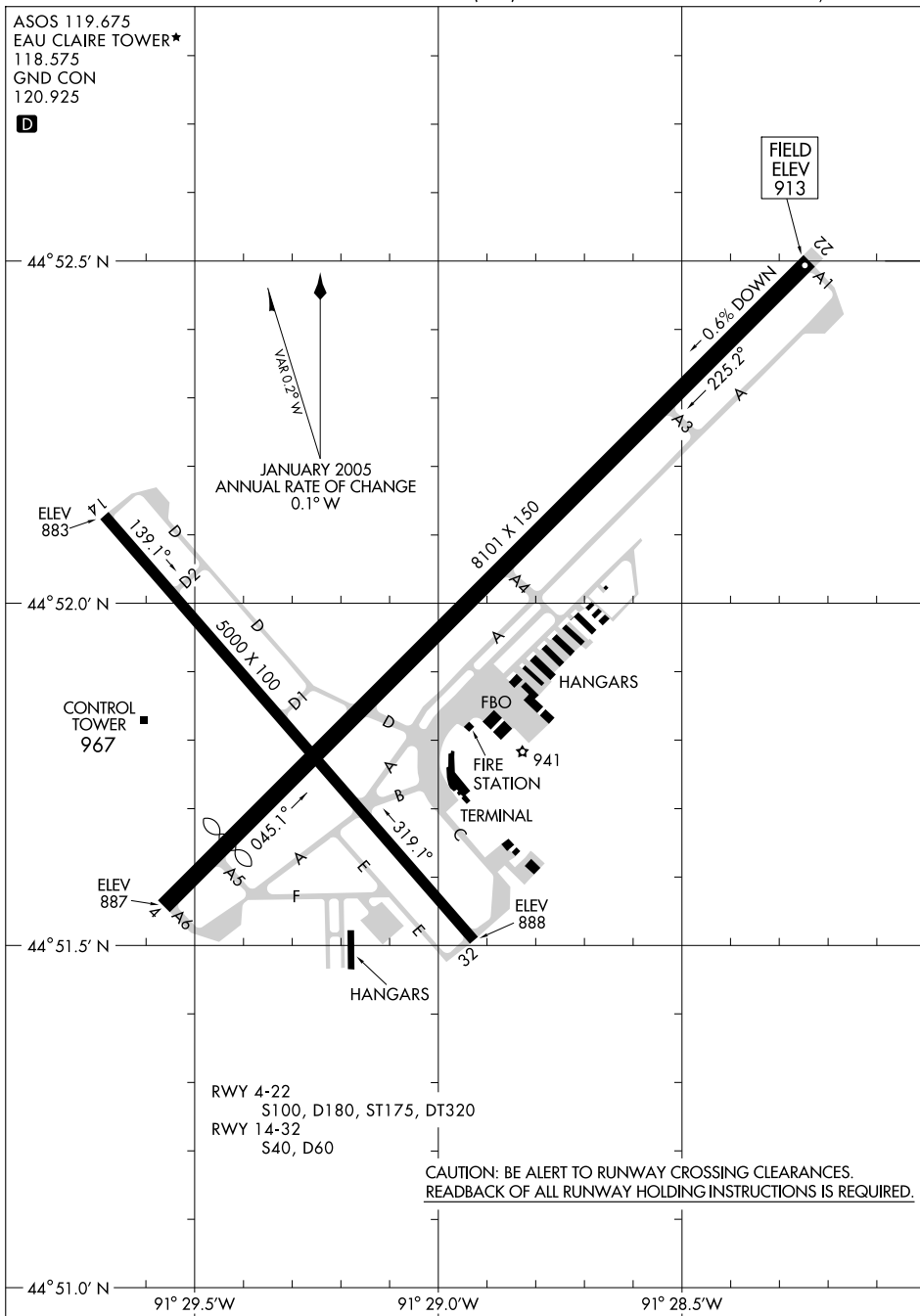
2500	BAE R-190 116.4	BITTN INT	DAANE INT BAE (10)	VORTAC
(MAKTR) BAE (19.4)	BITTN INT BAE (15)	3000	190°	3000
4.4 NM	5 NM	10 NM	Procedure Turn NA	
CATEGORY	A	B	C	D
CIRCLING	1340-1	480 (500-1)	1340-1½ 480 (500-1½)	NA
MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS				
CIRCLING	1460-1	600 (600-1)	1460-1½ 600 (600-1½)	NA

AIRPORT DIAGRAM

EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)
AL-937 (FAA) EAU CLAIRE, WISCONSIN

ASOS 119.675
EAU CLAIRE TOWER★
118.575
GND CON
120.925

D



LOC/DME I-EAU <u>109.5</u> Chan 32	APP CRS 224°	Rwy Idg 7300 TDZE 913 Apt Elev 913
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ILS or LOC RWY 22

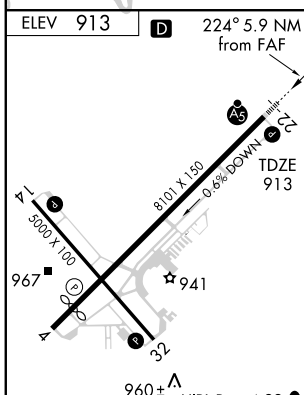
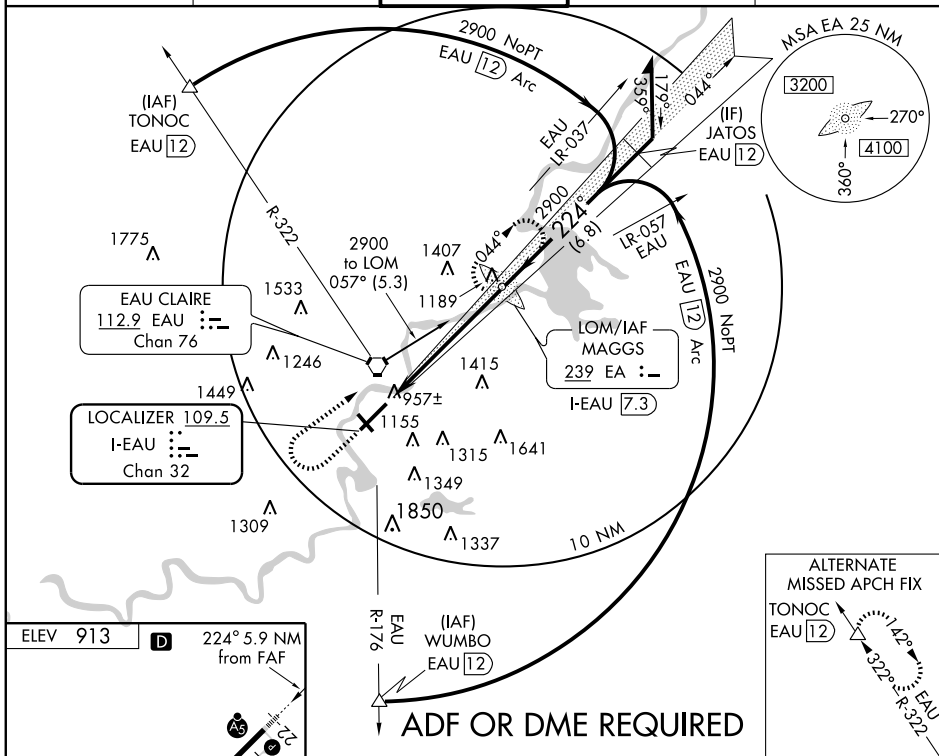
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

T For inoperative MALS R when using Rice Lake altimeter setting, increase S-ILS 22 visibility to 1 mile all Cats. When local altimeter setting not received, use Rice Lake altimeter setting and increase DA 109 feet and all MDA 120 feet, increase S-LOC 22 Cat. C and D and Circling Cat. D visibility $\frac{1}{4}$ mile and increase Circling Cat. C visibility $\frac{1}{2}$ mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct EA LOM and hold.

ASOS 119.675	MINNEAPOLIS CENTER 125.3 335.6	TOWER ★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
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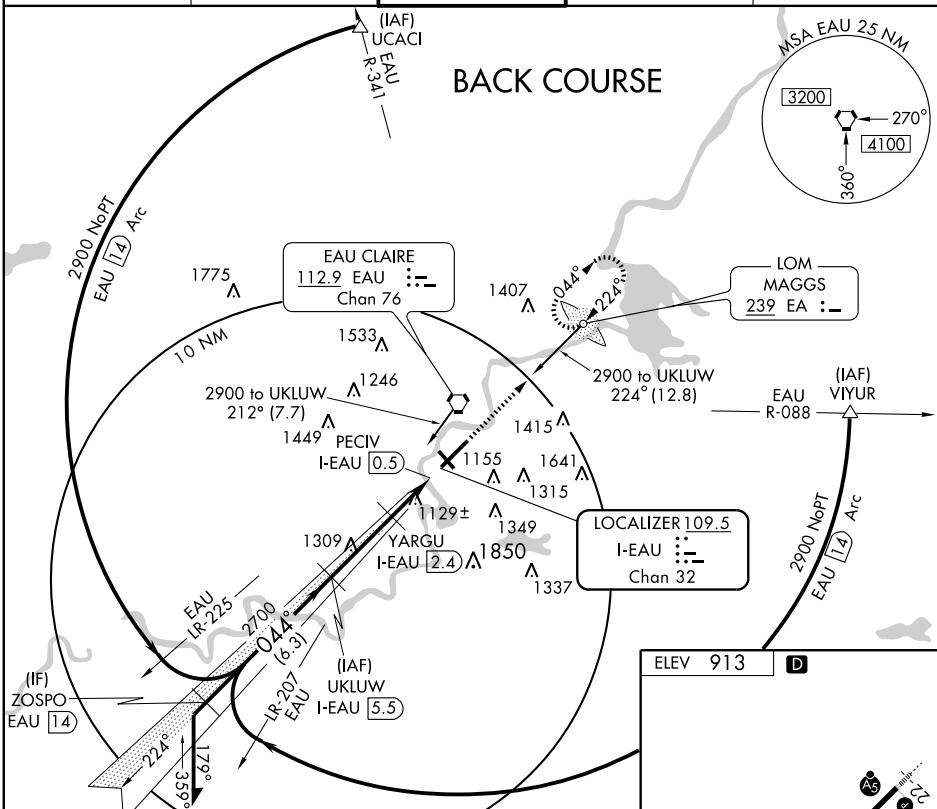


HIRL Rwy 4-22 (1)		CATEGORY	A	B	C	D
MIRL Rwy 14-32 (1)		S-ILS 22	1113- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
REIL Rwy 4 and 14 (1)		S-LOC 22	1280- $\frac{1}{2}$ 367 (400- $\frac{1}{2}$)			1280- $\frac{3}{4}$ 367 (400- $\frac{3}{4}$)
FAF to MAP 5.9 NM						
Knots	60	90	120	150	180	
Min:Sec	5:54	3:56	2:57	2:22	1:58	
		CIRCLING	1480-1 567 (600-1)	1500-1 587 (600-1)	1500-1 $\frac{1}{2}$ 587 (600-1 $\frac{1}{2}$)	1660-2 $\frac{1}{2}$ 747 (800-2 $\frac{1}{2}$)

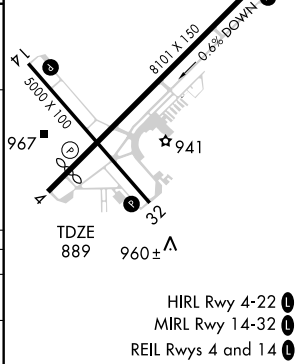
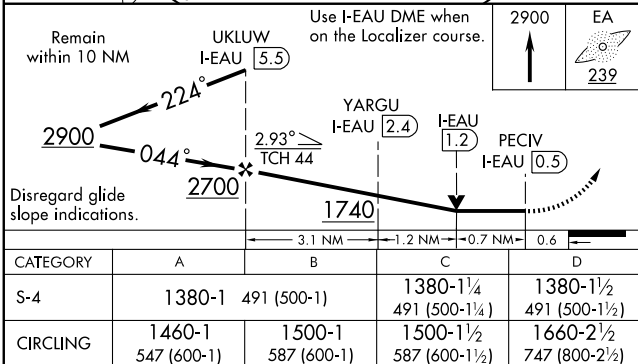
AL-937 (FAA)

LOC/DME BC RWY 4
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

MISSED APPROACH: Climb to 2900 direct EA LOM and hold.

UNICOM
122.95

EC-3 17 DEC 2009 to 14 JAN 2010



NDB RWY 22

EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

LOM EA	APP CRS	Rwy Idg	7301
239	224°	TDZE	913
		Apt Elev	913

▼ When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDAs 120 feet, increase S-22 Cats. C/D and Circling Cat. C visibility ½ mile, increase Circling Cat. D visibility ¼ mile.

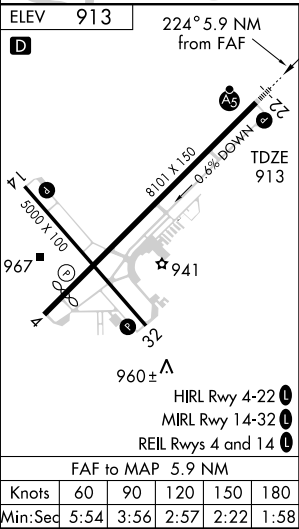
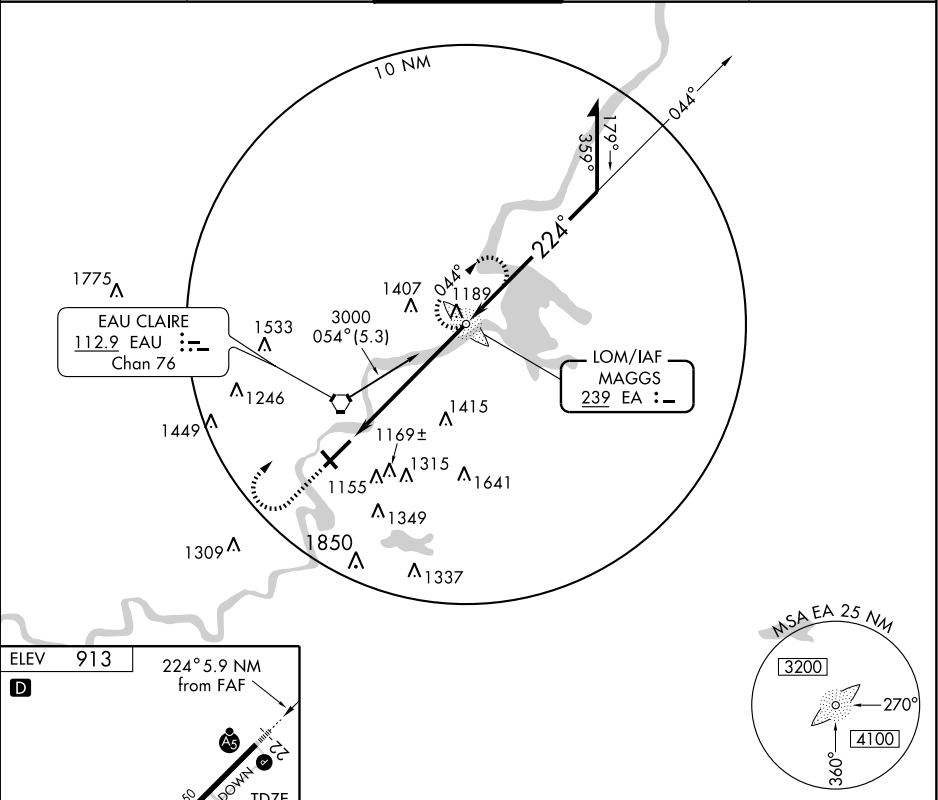
▲ NA

MALSR

A5

MISSED APPROACH: Climb to 3000 then right turn direct EA LOM and hold.

ASOS 119.675	MINNEAPOLIS CENTER 125.3 335.6	TOWER ★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
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Remain within 10 NM				
VGSI and descent angles not coincident.				
CATEGORY	A	B	C	D
S-22	1480-¾ 567 (600-¾)		1480-1 567 (600-1)	1480-1½ 567 (600-1½)
CIRCLING	1480-1 567 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

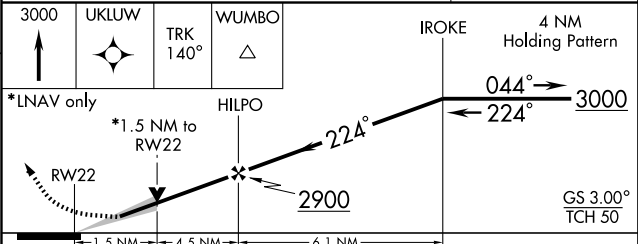
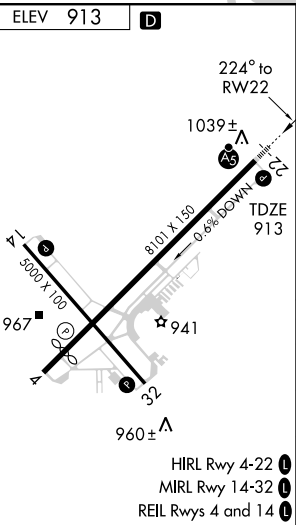
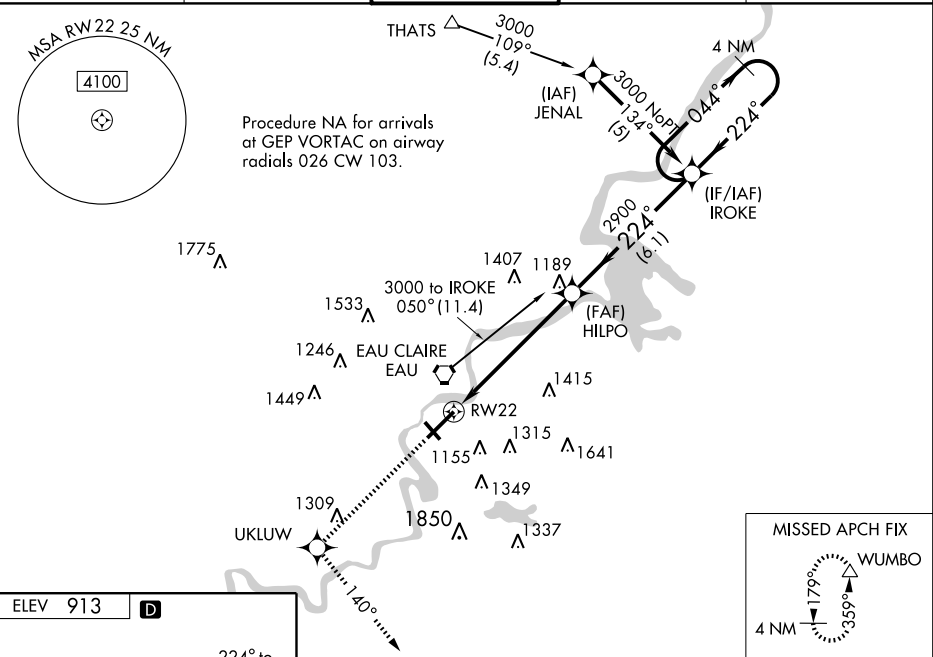
WAAS	APP CRS	Rwy Idg	7301
CH 87006	224°	TDZE	913
W22A		Apt Elev	913

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter not received, use Rice Lake altimeter and increase all MDAs 120 feet, increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C and D visibility ¼ mile, Circling Cat. C ½ mile and Cat. D ¼ mile. Baro-VNAV and VDP NA when using Rice Lake altimeter setting. DME/DME RNP-0.3 NA.



MISSED APPROACH:
Climb to 3000 direct UKLUW and via 140° track to WUMBO and hold.

ASOS 119.675	MINNEAPOLIS CENTER 125.3 335.6	TOWER★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1183-1/2		270 (300-1/2)	
LNAV/VNAV DA	1309-3/4		396 (400-3/4)	
LNAV MDA	1440-1/2	527 (600-1/2)	1440-1 527 (600-1)	1440-1/4 527 (600-1/4)
CIRCLING	1460-1 547 (600-1)	1500-1 587 (600-1)	1500-1/2 587 (600-1/2)	1660-2 1/2 747 (800-2 1/2)

VORTAC EAU <u>112.9</u> Chan 76	APP CRS 184°	Rwy Idg TDZE Apt Elev	N/A N/A 913
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VOR-A

EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)



Visibility reduction by helicopters NA. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 120 feet, increase Circling Cat. A and B visibility $\frac{1}{4}$ mile and Cat. C visibility $\frac{1}{2}$ mile.

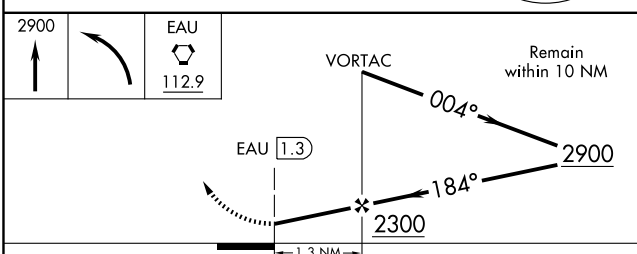
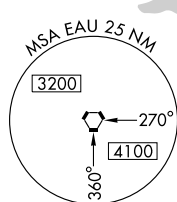
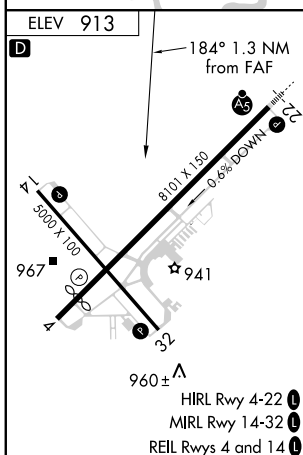
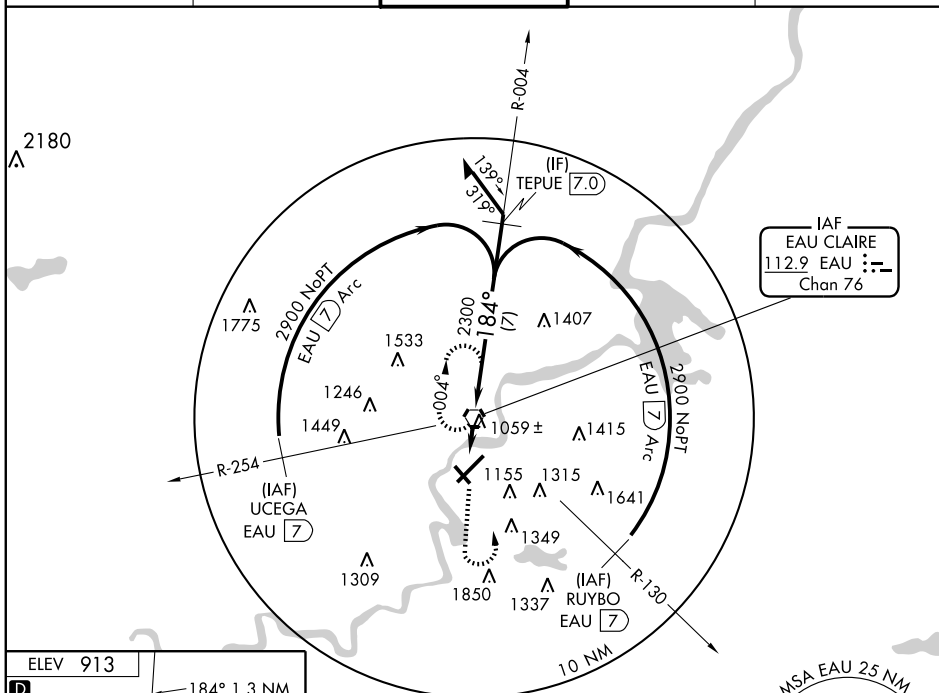
MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.

ASOS
119.675

MINNEAPOLIS CENTER
125-3 335-6

TOWER ★
118.575 (CTAF) L

GND CON
120-925

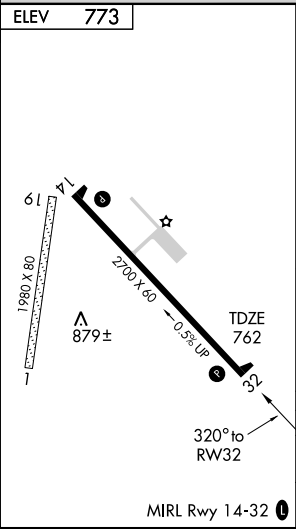
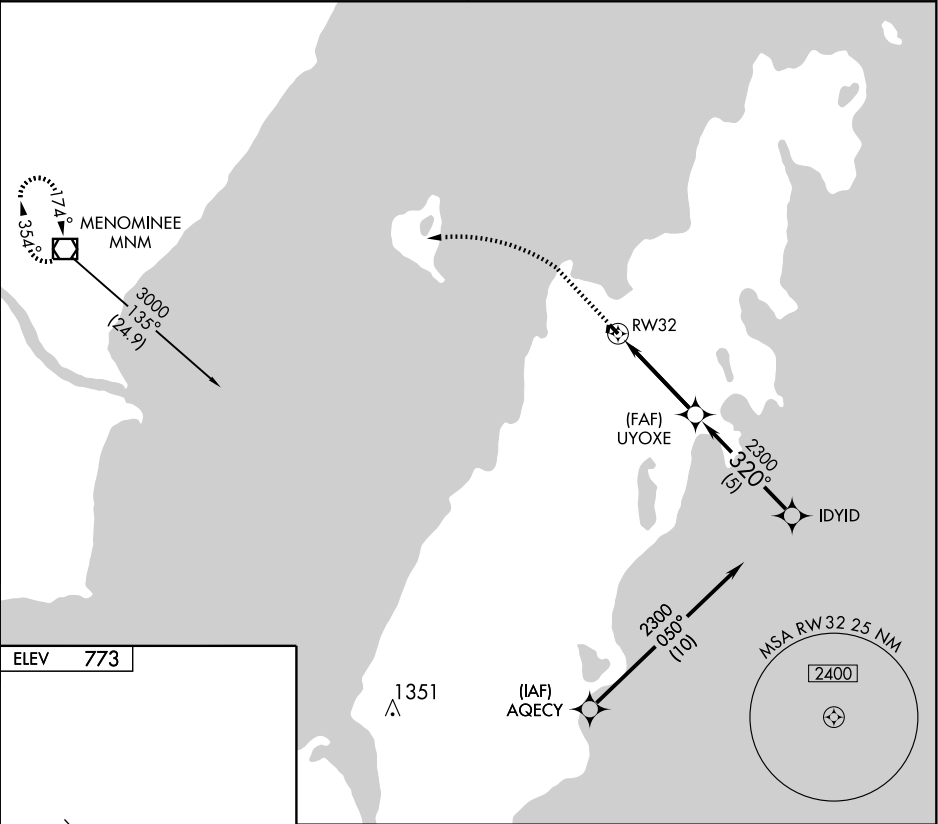
UNICOM
122.95

FAF to MAP 1.3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1780-1	1780-1¼	1780-2½	1820-3
Min:Sec	1:18	0:52	0:39	0:31	0:26		867 (900-1)	867 (900-1¼)	867 (900-2½)	907 (1000-3)

APP CRS	Rwy Idg	2700
320°	TDZE	762
	Apt Elev	773

GPS RWY 32
EPHRAIM-FISH CREEK (3D2)

▲ NA Use Menominee, MI altimeter setting.	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct MNM VOR/DME and hold.
GREEN BAY APP CON ★ 119.5 338.2	UNICOM 123.0 (CTAF) 0



	1700	3000	MNM	UYOXE	IDYID
	↑	↶	◻		
	RW32		2300		320°
	4 NM		5 NM		2300
					Procedure Turn NA
CATEGORY	A	B	C	D	
S-32	1200-1	438 (500-1)	1200-1¼ 438 (500-1¼)	NA	
CIRCLING	1260-1	487 (500-1)	1260-1½ 487 (500-1½)	NA	

LOC/DME I-FLD	APP CRS	Rwy Idg	5940
108.3	358°	TDZE	795
Chan 20		Apt Elev	808

LOC/DME RWY 36

FOND DU LAC COUNTY (FLD)

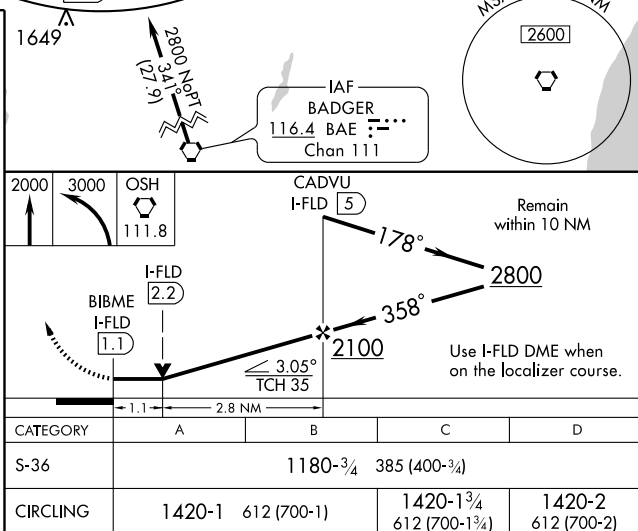
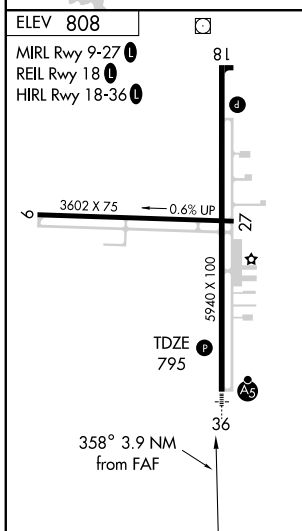
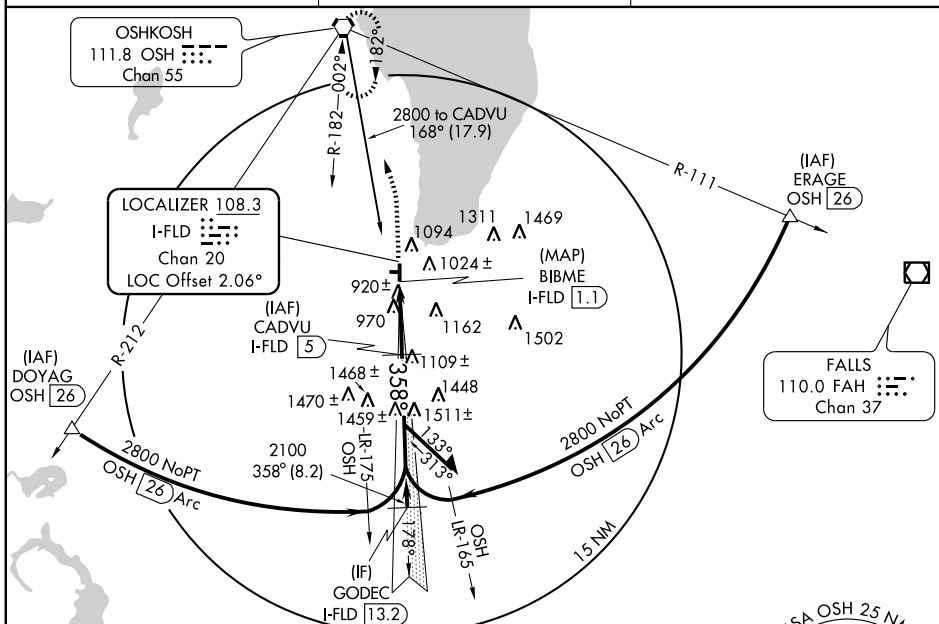
T If local altimeter setting not received, use Oshkosh altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.
A NA For inoperative MALSRS, increase S-36 Cats. A-C visibility to 1 mile.

MALSRS



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OSH VORTAC and hold.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) 1
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WAAS CH 93800 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5940 795 808
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RNAV (GPS) RWY 36
FOND DU LAC COUNTY (FLD)

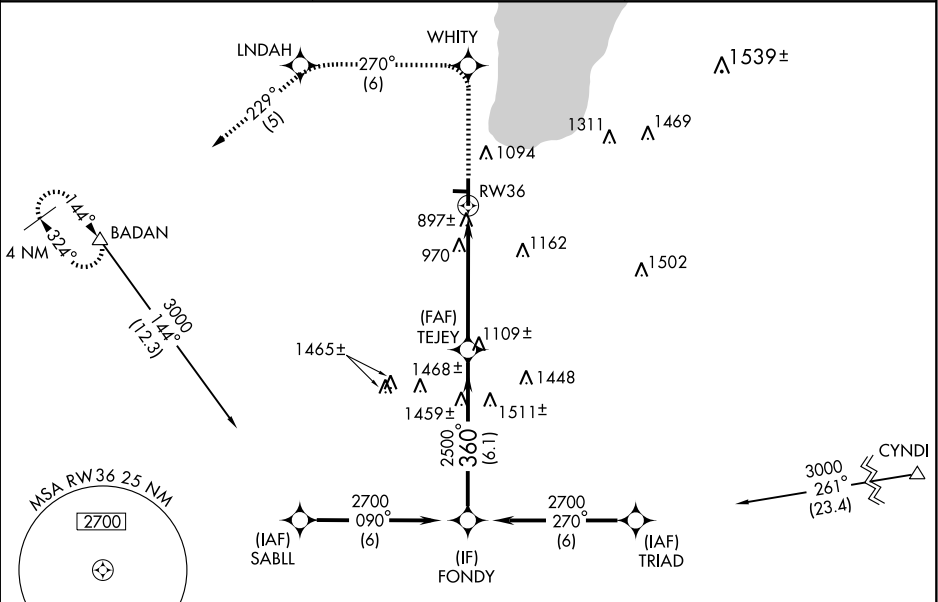
▼ ▲ If local altimeter setting not received, use Wittman Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP NA when using Wittman Rgnl altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats. visibility to 1¼ mile. Baro-VNAV NA when using Wittman Rgnl altimeter setting.

MALSR

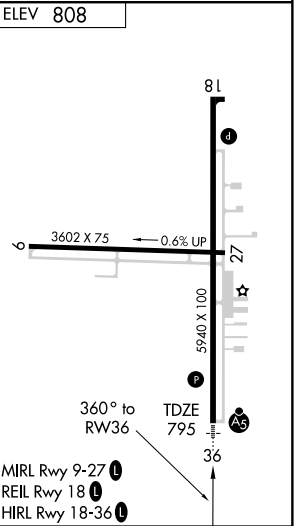


MISSED APPROACH: Climb to 3000 direct WHITY and via 270° track to LNDHAH and via 229° track to BADAN and hold.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) 0
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	FONDY 2700	3000 ↑	WHITY ✧	TRK 270°	LNDHAH ✧	TRK 229°	BADAN △
	GS 3.00° TCH 40		TEJEY ✧				
	2700	360°	2500				
		6.1 NM	3.7 NM	1.4 NM			
CATEGORY	A	B	C	D			
LPV DA		1125-¾	330 (400-¾)				
LNAV/VNAV DA		1171-¾	376 (400-¾)				
LNAV MDA	1280-½	485 (500-½)	1280-¾ 485 (500-¾)	1280-1 485 (500-1)			
CIRCLING	1400-1¼	592 (600-1¼)	1400-1½ 592 (600-1½)	1400-2 592 (600-2)			



VORTAC OSH 111.8 Chgn 55	APP CRS 165°	Rwy Idg 5940 TDZE 790 Apt Elev 809
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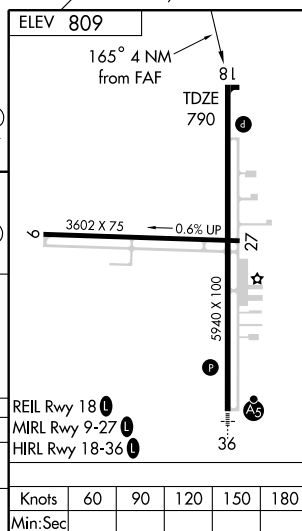
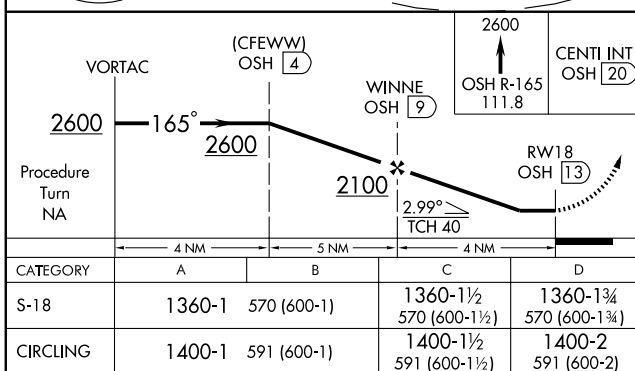
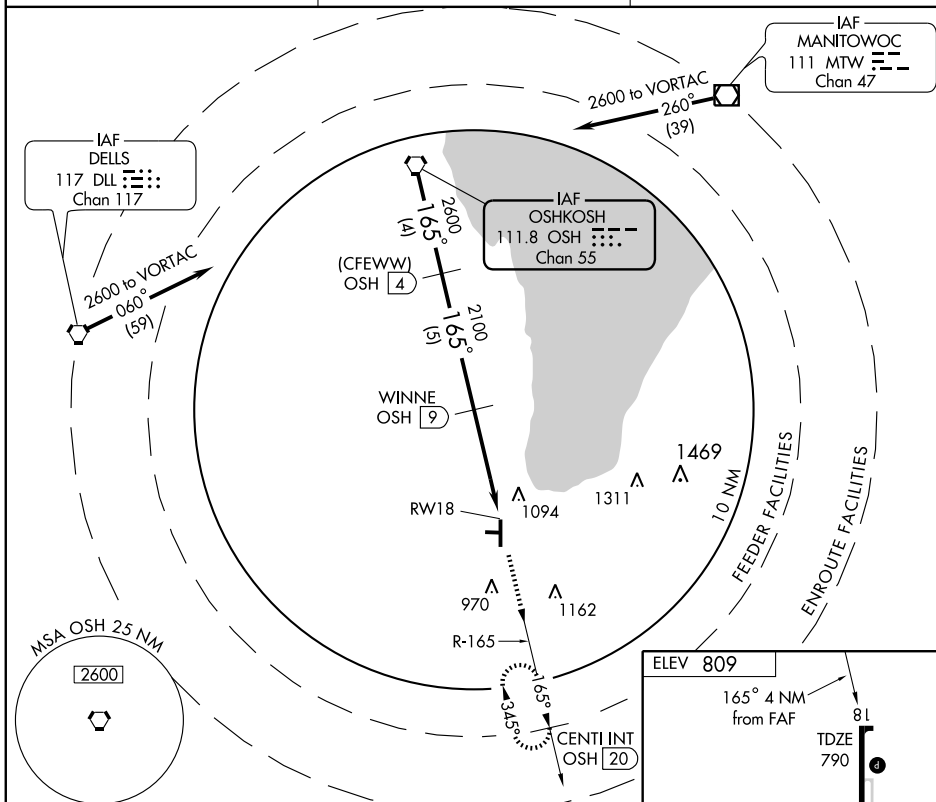
VOR/DME or GPS RWY 18
FOND DU LAC COUNTY (FLD)

MISSED APPROACH: Climb to 2600 via
OSH R-165 to CENT Int/20 DME and hold.

ASOS
134.0

MILWAUKEE APP CON
127.0 263,075

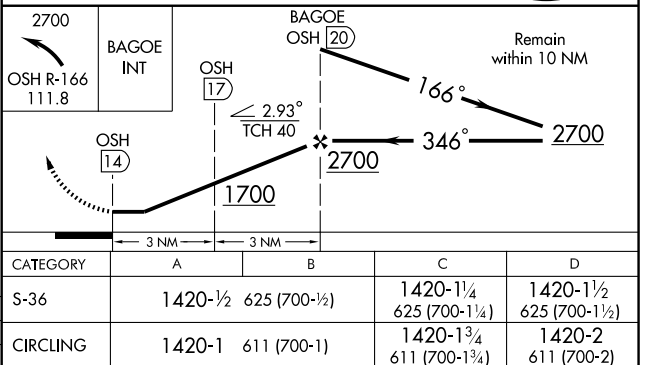
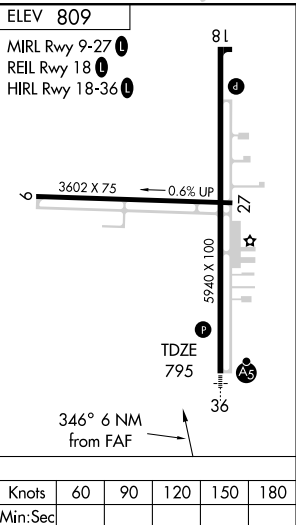
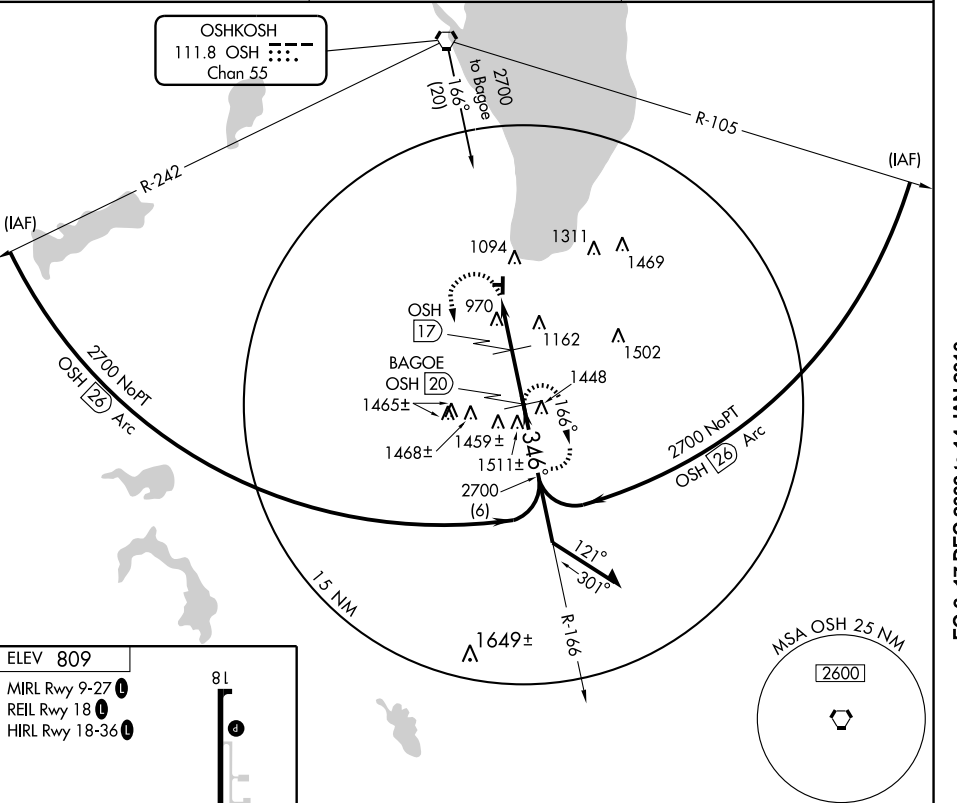
UNICOM
123.05 (CTAF) **L**



MALSR

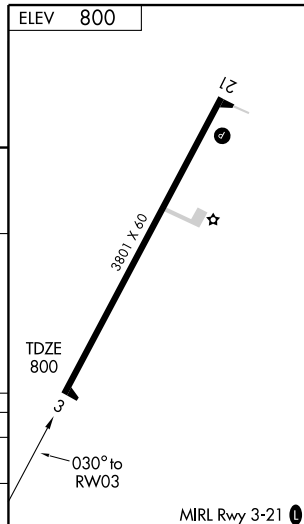
MISSED APPROACH: Climbing left turn to 2700 via OSH R-166 to BAGOE 20 DME and hold.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) 1
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Rwy Idg	3801
TDZE	800
Apt Elev	800

MISSED APPROACH: Climb to 3200 direct GISPE WP and hold.

CTAF
122.9 **L**

APP CRS
210°

Rwy Idg
TDZE
Apt Elev

3801
800
800

RNAV (GPS) RWY 21

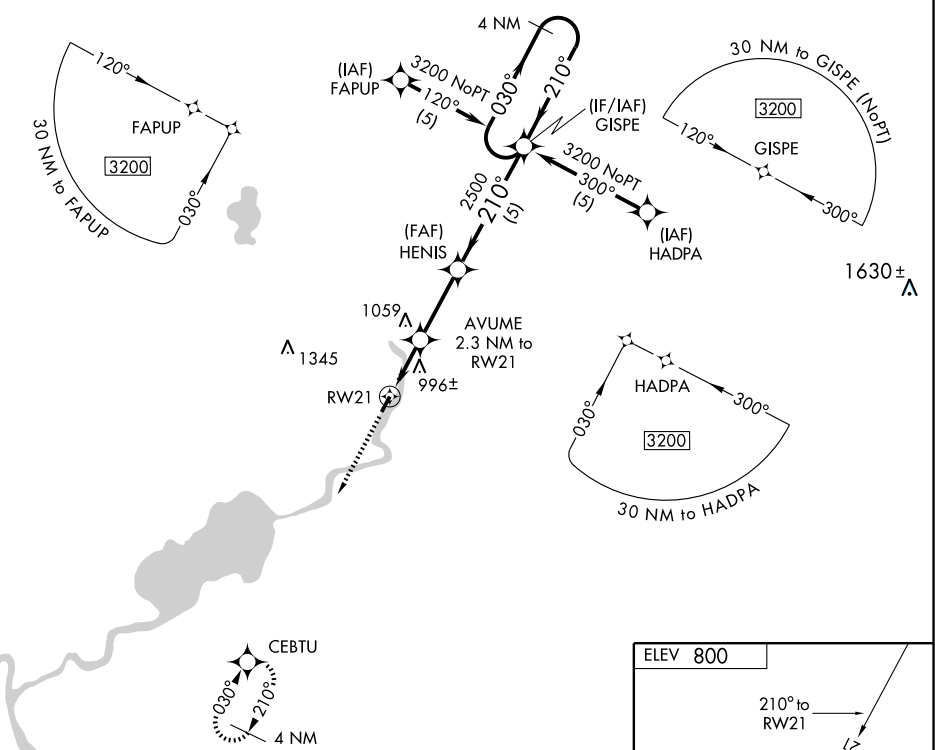
FORT ATKINSON MUNI (61C)

▲ NA

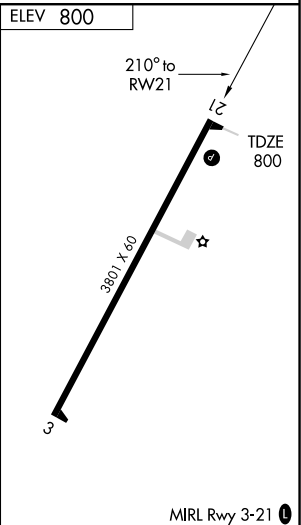
Use Watertown Muni altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MADISON APP CON ★
120.1 350.3

CTAF
122.9



3000	CEBTU	4 NM Holding Pattern			
RW21		AVUME 2.3 NM to RW21	HENIS	GISPE	3200
		1580	2500	030°	210°
		2.3 NM	2.9 NM	5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1300-1	500 (600-1)	1300-1¼ 500 (600-1¼)	NA	
CIRCLING	1400-1	600 (700-1)	1400-1½ 600 (700-1½)	NA	

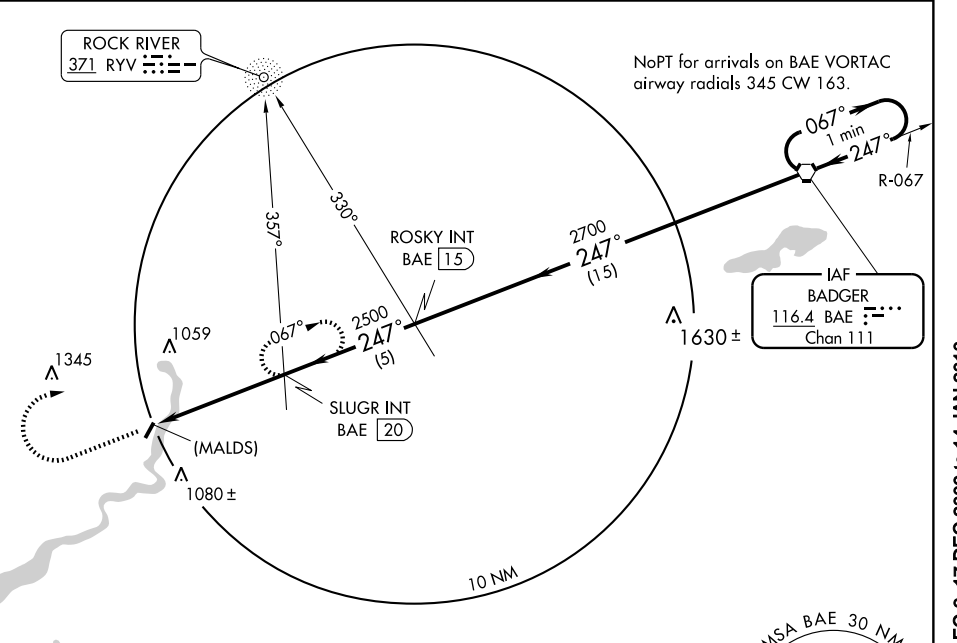


NA

Use Watertown altimeter setting.
ADF or DME REQUIRED.

MADISON APP CON ★
120.1 350.3

CTAF
122.9 **0**



ELEV 800

2500

BAE R-247 116.4

SLUGR INT

(MALDS) BAE 25

SLUGR INT BAE 20

ROSKY INT BAE 15

VORTAC

2700

247°

2700

2500

247°

2700

5 NM

5 NM

15 NM

One Minute Holding Pattern

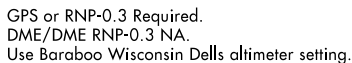
067° 2700

247°

FAF to MAP 5 NM	CATEGORY	A	B	C	D
Knots 60 90 120 150 180	CIRCLING	1420-1 620 (700-1)	1420-1¼ 620 (700-1¼)	1420-1¾ 620 (700-1¾)	NA
Min:Sec 5:00 3:20 2:30 2:00 1:40					

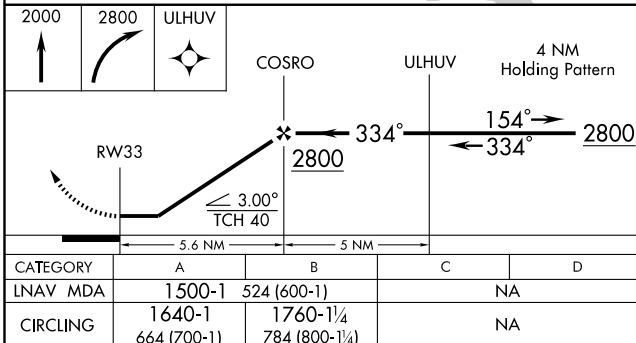
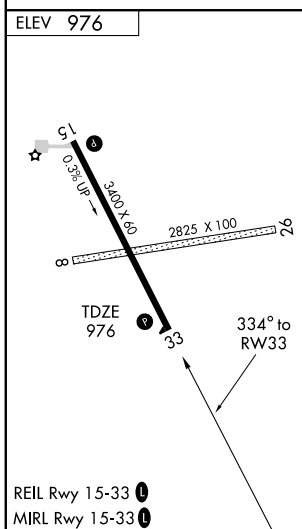
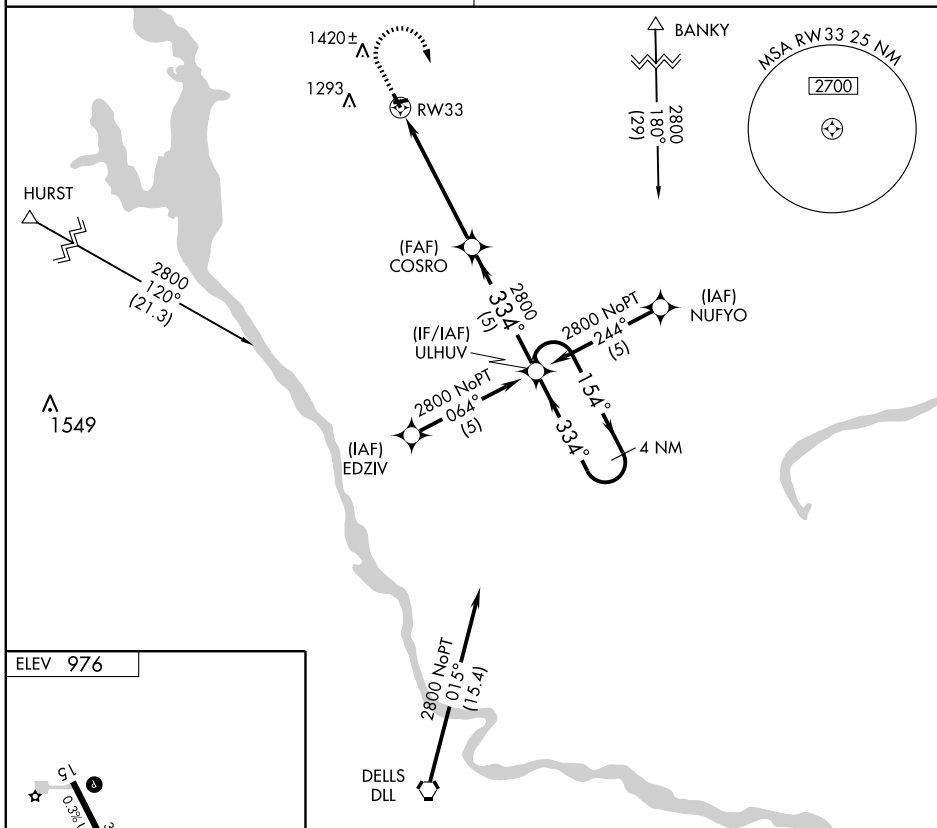
RNAV (GPS) RWY 33

FRIENDSHIP (ADAMS) / ADAMS COUNTY LEGION FIELD (63C)



MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct ULHUV WP and hold.

VOLK APP CON★
135.25 290.8

CTAF
122.9 **L**

VOR/DME RZN 109.4 Chan 31	APP CRS 262°	Rwy Idg TDZE Apt Elev	N/A N/A 927
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VOR/DME or GPS-A

GRANTSBURG MUNI (GTG)

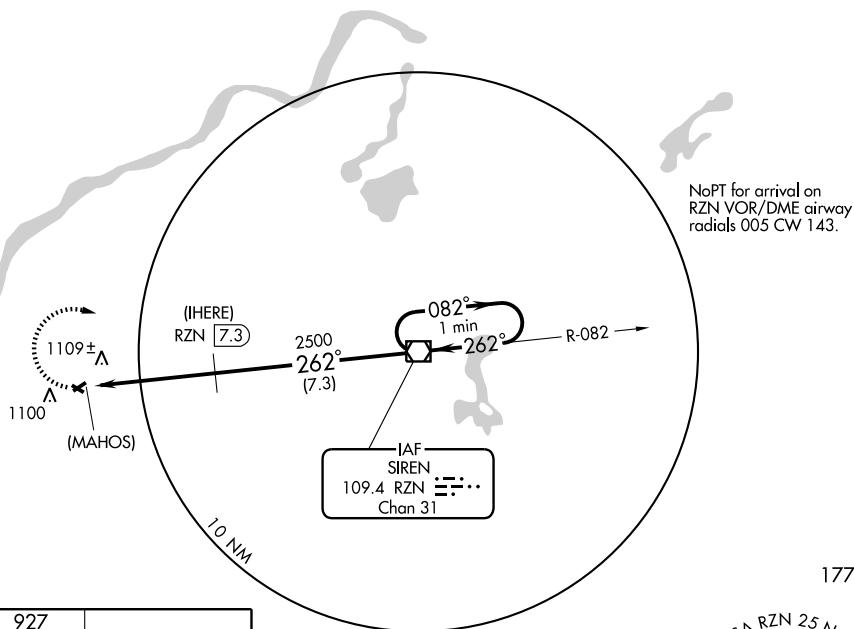


Use Cambridge, MN altimeter setting.

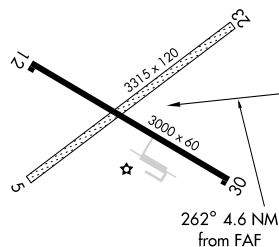
MISSED APPROACH: Climbing right turn to 2500 direct RZN VOR/DME and hold.

MINNEAPOLIS CENTER
121.05 397.9

CTAF
122.9 0



ELEV 927



MIRL Rwy 12-30 0

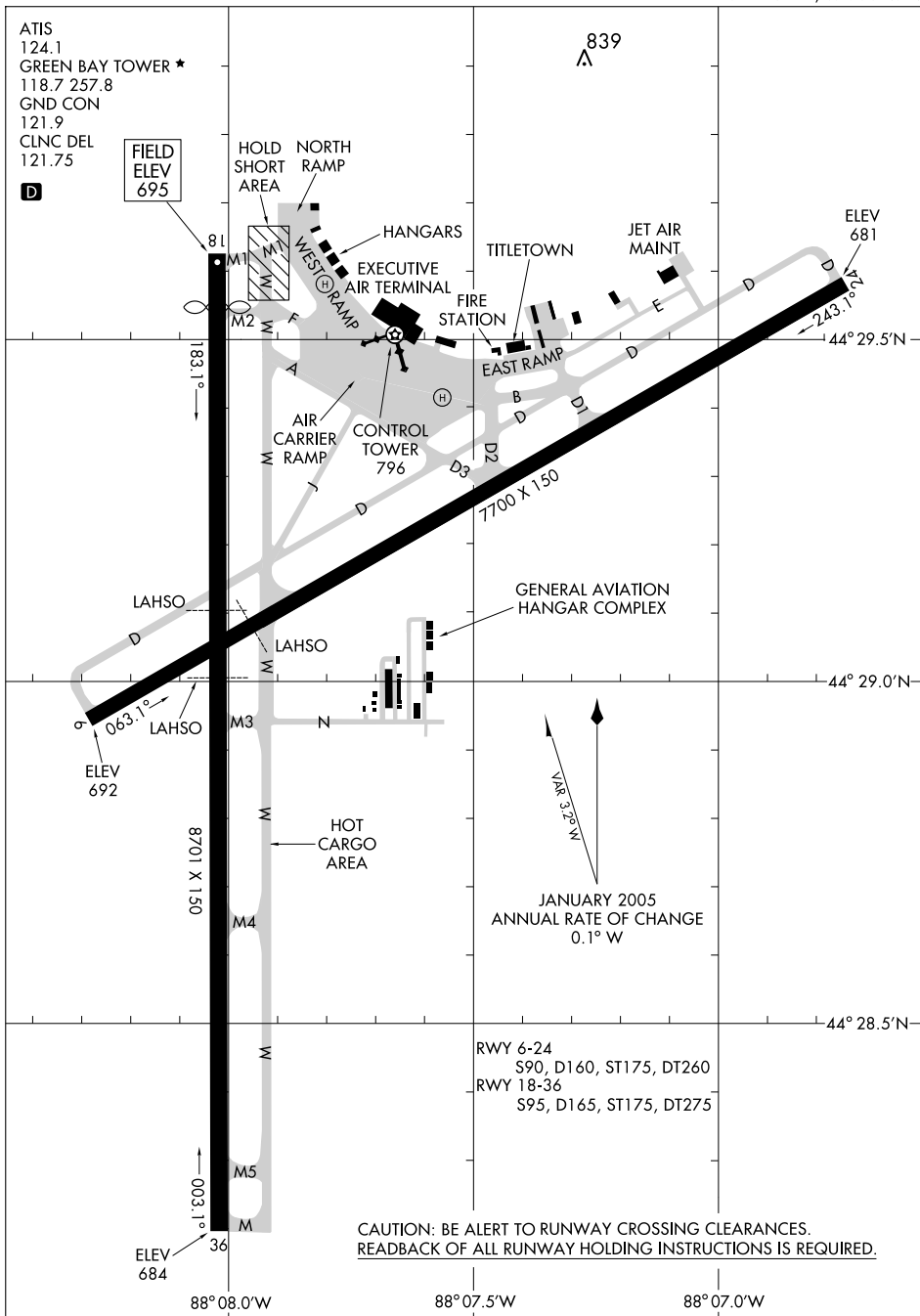
Knots	60	90	120	150	180
Min:Sec					

2500	RZN	(IHERE) RZN 7.3	VOR/DME	One Minute Holding Pattern
109.4				
(MAHOS) RZN 11.9				
2500	262°	082°	2500	
4.6 NM	7.3 NM			
CATEGORY	A	B	C	D
CIRCLING	1480-1	553 (600-1)	1480-1½ 553 (600-1½)	NA

AIRPORT DIAGRAM

AL-873 (FAA)

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)
GREEN BAY, WISCONSIN



LOC/DME I-GRB	APP CRS	Rwy Idg	7700
109.5	062°	TDZE	692
Chan 32		Apt Elev	695

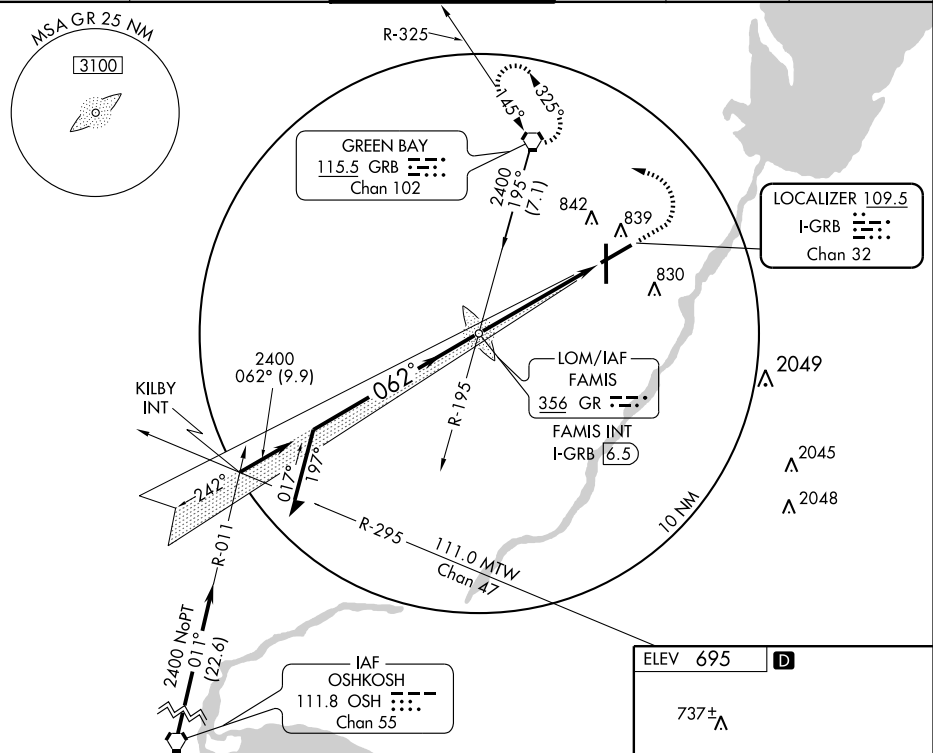
ASR

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

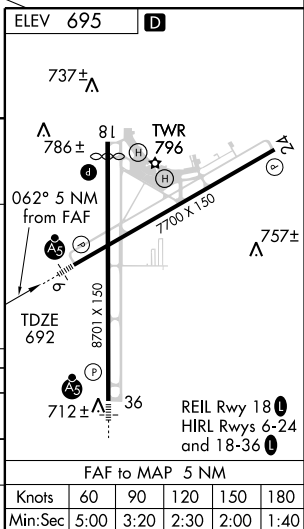
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.

ATIS 124.1	GREEN BAY APP CON * 119.4 338.2	GREEN BAY TOWER * 118.7(CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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FAMIS LOM/INT I-GRB 6.5			
Remain within 10 NM			
5 NM			
CATEGORY	A	B	D
S-ILS 6	* 892/24 200 (200-½)		
S-LOC 6	1100/24 408 (500-½)		1100/40 408 (500-¾)
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½) 1260-2 565 (600-2)



EC-3.17 DEC 2009 to 14 JAN 2010

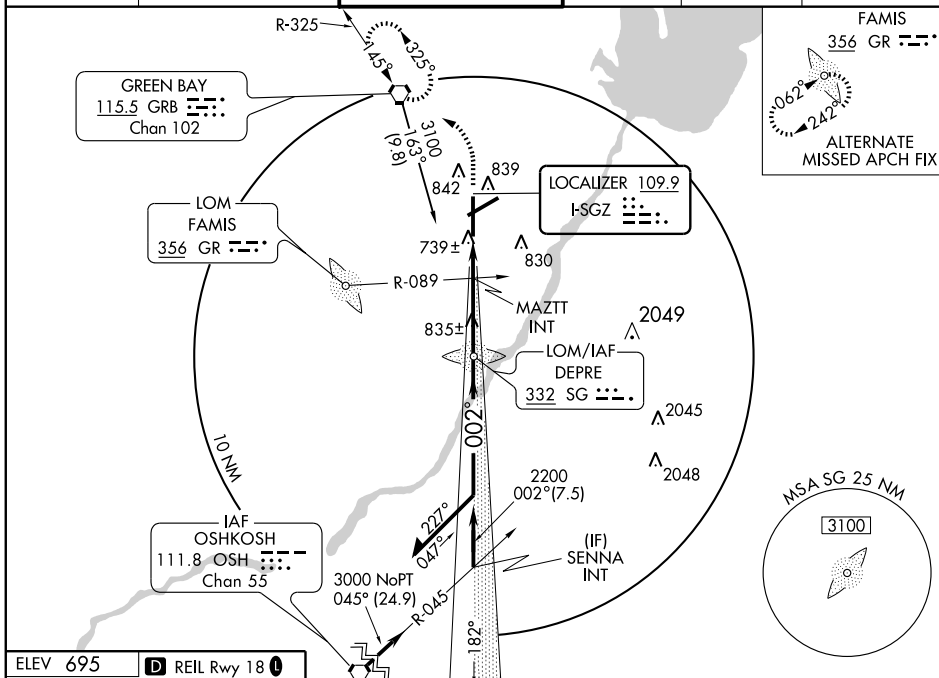
LOC I-SGZ 109.9	APP CRS 002°	Rwy Idg TDZE Apt Elev	8701 684 695
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ILS or LOC RWY 36

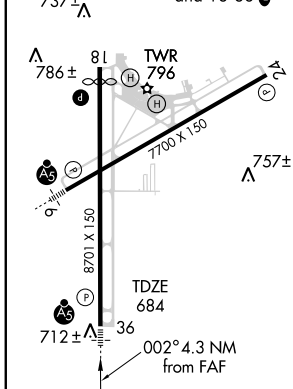
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

NA ASR	For inoperative MALS, increase S-LOC 36 MAZTT fix minimums Cat D visibility to RVR 5000. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALS 	MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.
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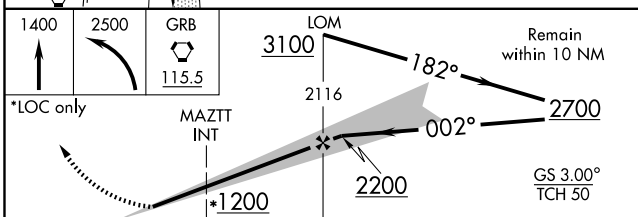
ATIS 124.1	GREEN BAY APP CON * 119.4 338.2	GREEN BAY TOWER * 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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ELEV 695	D REIL Rwy 18 HIRL Rwy 6-24 and 18-36
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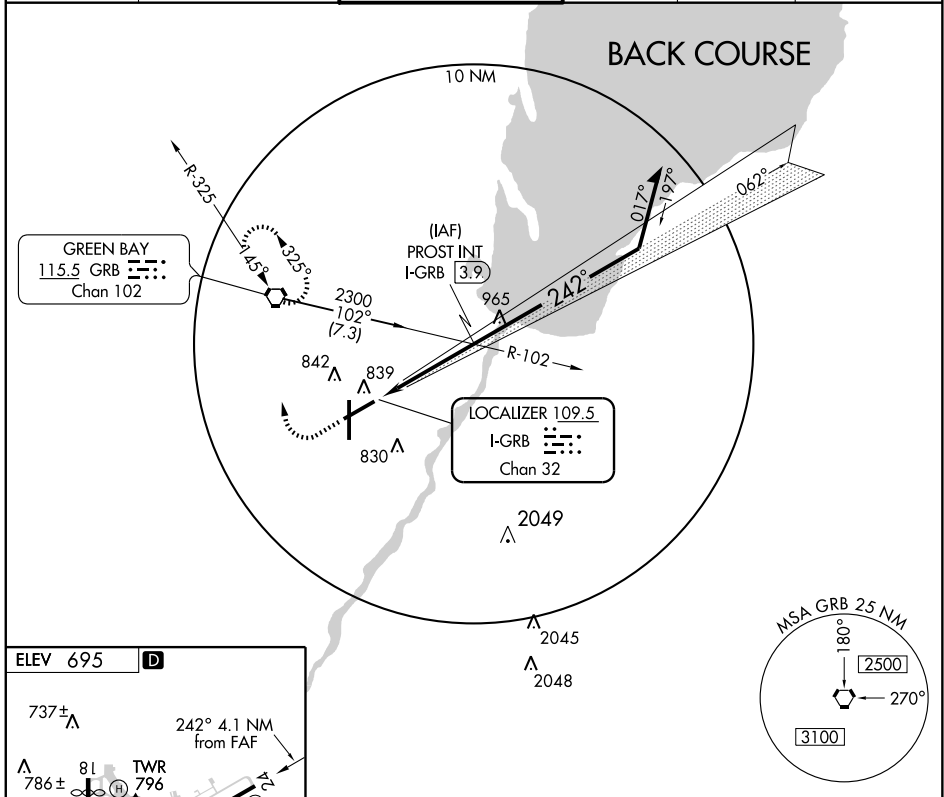


FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 36	**884/24 200 (200-½)			
S-LOC 36	1200/24	516 (600-½)	1200/50 516 (600-1)	1200/60 516 (600-1½)
CIRCLING	1200-1	505 (600-1)	1200-1½ 505 (600-1½)	1260-2 565 (600-2)
MAZTT FIX MINIMUMS				
S-LOC 36	980/24 296 (300-½)			980/40 296 (300-¾)
CIRCLING	1200-1	505 (600-1)	1200-1½ 505 (600-1½)	1260-2 565 (600-2)

<div><div><div></div><div></div></div><div>ASR</div></div>			MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.			
ATIS 124.1	GREEN BAY APP CON ★ 119.4 338.2	GREEN BAY TOWER ★ 118.7(CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95	



ELEV 695 D		1500 2500 GRB 115.5 PROST INT I-GRB 3.9		Remain within 10 NM		
737± 81 TWR 796 7700 X 150 TDZE 682 757± 712± 36 REIL Rwy 18 HIRL Rwy 6-24 and 18-36		I-GRB 0.5 2100 062° 2300 242° 3.15° TCH 48 0.7 3.4 NM		Use I-GRB DME when on localizer course. Disregard glide slope indications.		
FAF to MAP 3.4 NM		CATEGORY	A	B	C	D
Knots 60 90 120 150 180		S-24	1100-1 418 (500-1)		1100-1¼ 418 (500-1¼)	
Min:Sec 3:24 2:16 1:42 1:21 1:08		CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½) 1260-2 565 (600-2)	

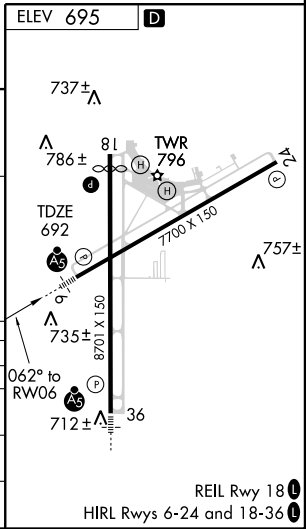
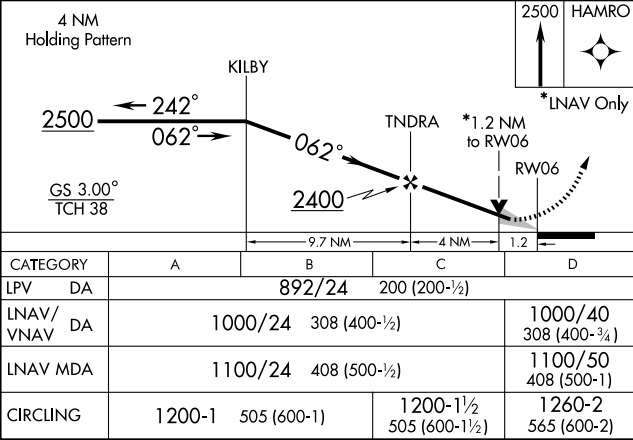
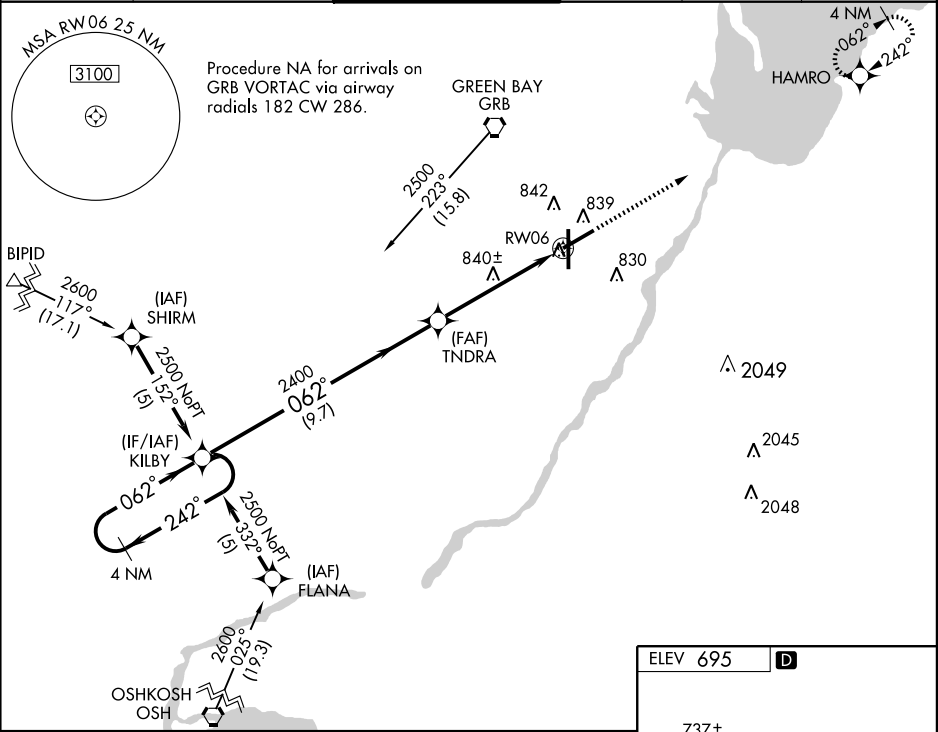
WAAS CH 63015 W06A	APP CRS 062°	Rwy Idg TDZE Apt Elev	7700 692 695
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RNAV (GPS) RWY 6

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.	MALSR 	MISSED APPROACH: Climb to 2500 direct HAMRO and hold.
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ATIS 124.1	GREEN BAY APP CON ★ 119.4 338.2	GREEN BAY TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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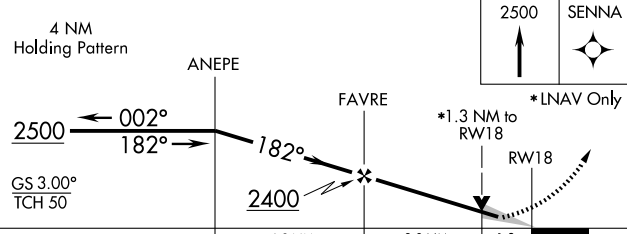
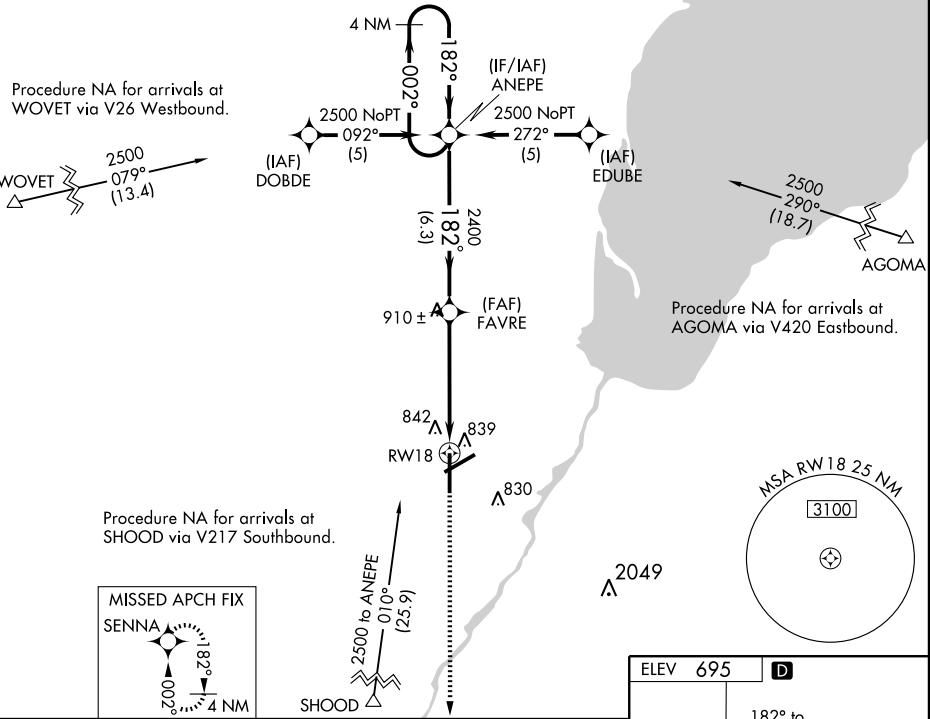
WAAS CH 42802 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	8202 695 695
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RNAV (GPS) RWY 18

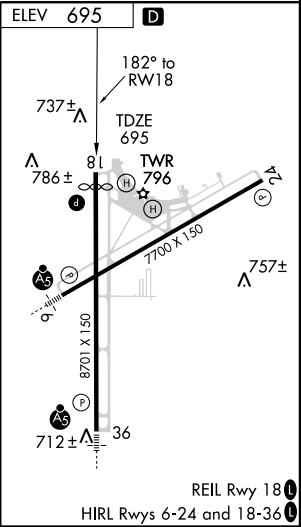
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

<div><div>▼</div><div>ASR</div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (117° F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct SENNA and hold.
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ATIS 124.1	GREEN BAY APP CON★ 119.4 338.2	GREEN BAY TOWER★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	945-3/4 250 (300-3/4)			
LNAV/VNAV DA	1187-13/4 492 (500-13/4)			
LNAV MDA	1160-1 465 (500-1)	1160-1 465 (500-1)	1160-1 465 (500-1)	1160-1 465 (500-1)
CIRCLING	1200-13/4 505 (600-13/4)	1260-2 565 (600-2)	1260-2 565 (600-2)	1260-2 565 (600-2)

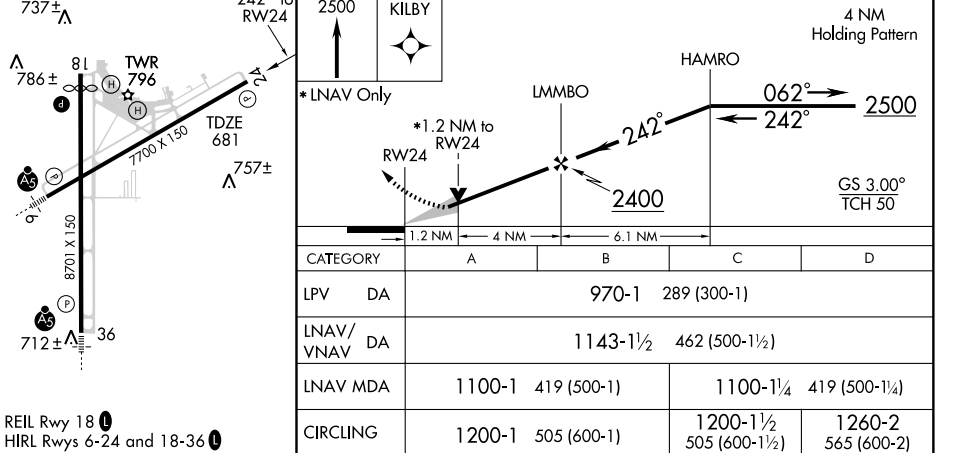
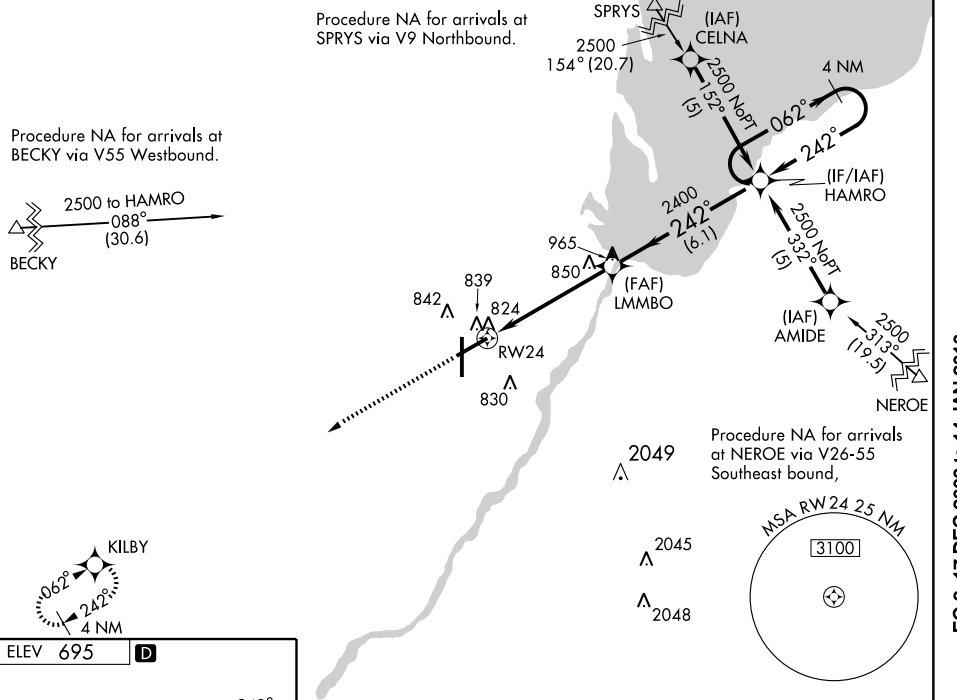


ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16° C (4° F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct KILBY
and hold.

ATIS 124.1	GREEN BAY APP CON ★ 119.4 338.2	GREEN BAY TOWER ★ 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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EC-3.17 DEC 2009 to 14 JAN 2010

WAAS CH 42902 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	8701 684 695
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▼

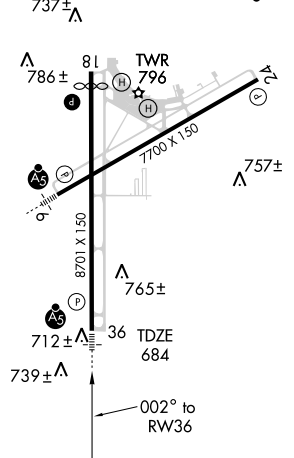
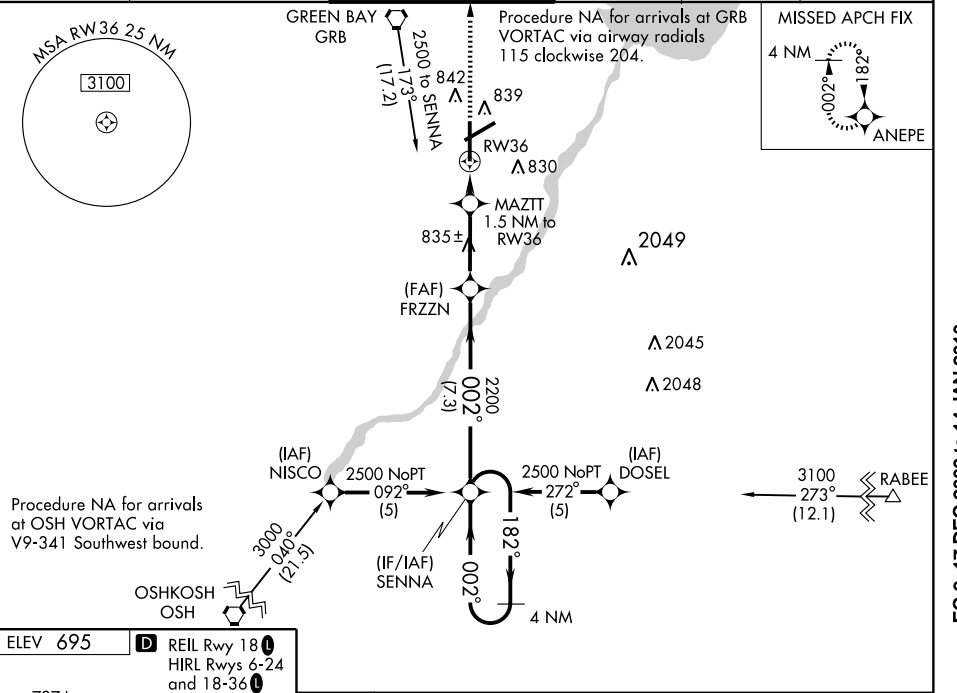
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
Inoperative table does not apply to LNAV Cat. D.

MALSR

MISSED APPROACH: Climb to 2500 direct ANEPE and hold.

ATIS 124.1	GREEN BAY APP CON* 119.4 338.2	GREEN BAY TOWER* 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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<div>2500</div> <div>↑</div>		<div>ANEPE</div> <div></div>		<div>4 NM</div> <div>Holding Pattern</div>	
* LNAV only		<div><div><div>MAZTT</div><div>1.5 NM to RW36</div></div><div><div>FRZNN</div><div><div>SENN</div><div>182° → 2500</div><div>← 002°</div></div></div></div> <div><div><div>* 0.9 NM to RW36</div><div><div>RW36</div><div><div>0.9</div><div>0.6 NM</div><div>3.1 NM</div><div>7.3 NM</div></div></div></div><div><div>* 1200</div><div>2200</div></div><div><div>GS 3.00°</div><div>TCH 50</div></div></div>			
CATEGORY	A	B	C	D	
LPV DA	884/24 200 (200-½)				
LNAV/VNAV DA	1097/50 413 (500-1)				
LNAV MDA	1020/24 336 (400-½)			1020/50 336 (400-1)	
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)		1260-2 565 (600-2)

EC-3.17 DEC 2009 to 14 JAN 2010

AL-873 (FAA)

VORTAC GRB 115.5 Chan 102	APP CRS 145°	Rwy Idg TDZE Arprt Elev	N/A N/A 695
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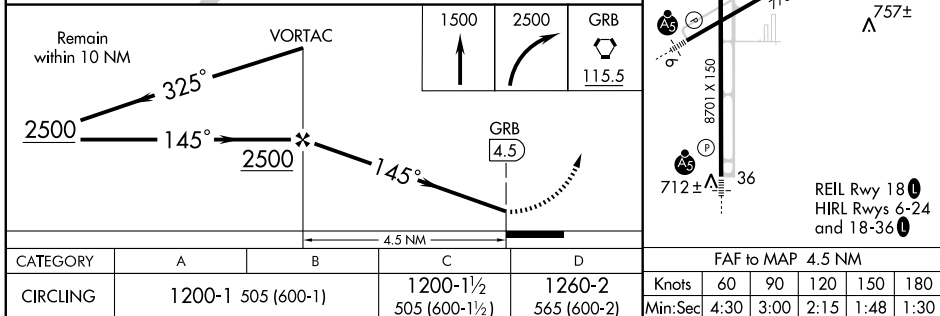
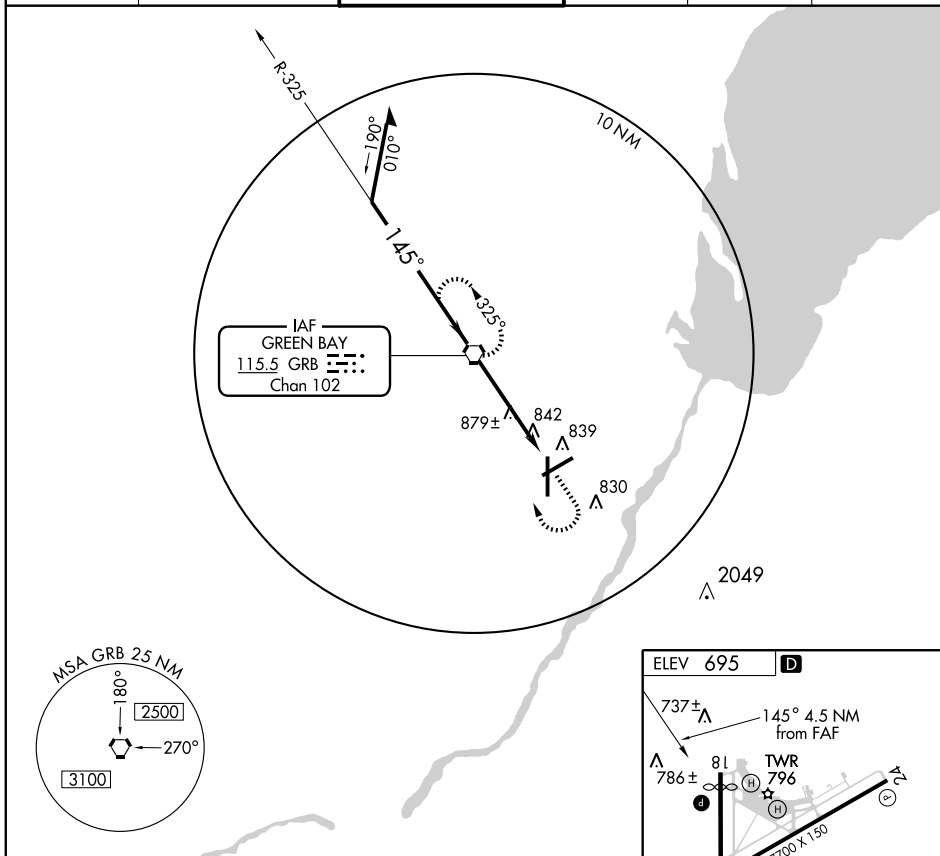
VOR-A

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)



MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.

ATIS 124.1	GREEN BAY APP CON ★ 119.4 338.2	GREEN BAY TOWER ★ 118.7(CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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EC-3, 17 DEC 2009 to 14 JAN 2010

VORTAC GRB <u>115.5</u> Chan 102	APP CRS 333°	Rwy Idg TDZE Apt Elev	8701 684 695
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VOR/DME or TACAN RWY 36

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)



ASR

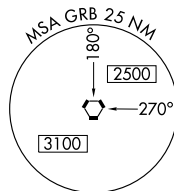
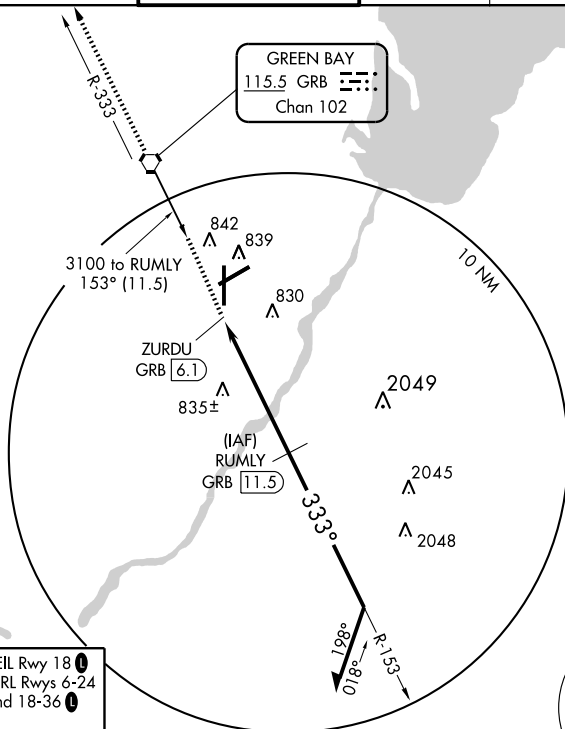
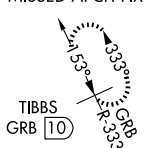
Inoperative table does not apply.

MALS^R

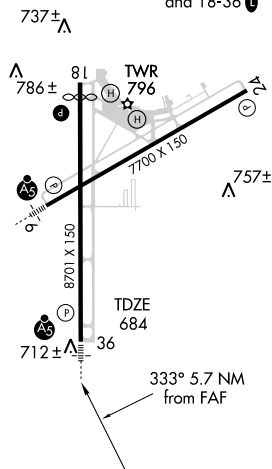
MISSED APPROACH: Climb to 3000 direct GRB VORTAC then via GRB VORTAC R-333 to TIBBS/GRB 10 DME and hold.

ATIS 124.1	GREEN BAY APP CON★ 119.4 338.2	GREEN BAY TOWER★ 118.7(CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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MISSED APCH FIX



ELEV 695	D	REIL Rwy 18 L HIRL Rwy 6-24 and 18-36 L
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3000 ↑	GRB 115.5	GRB R-333	TIBBS GRB 10	RUMLY GRB 11.5	Remain within 10 NM
CATEGORY	A		B	C	D
S-36	1100/50 416 (500-1)				
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)	

NDB	HXF	APP CRS	Rwy Idg	3000
			TDZE	1050
			Apt Elev	1070

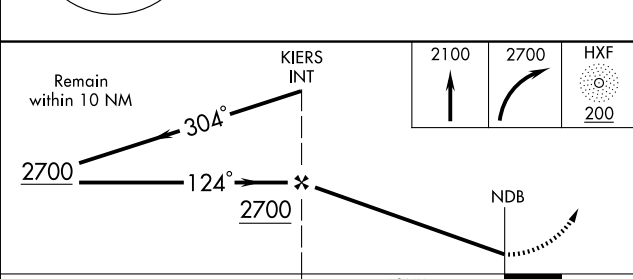
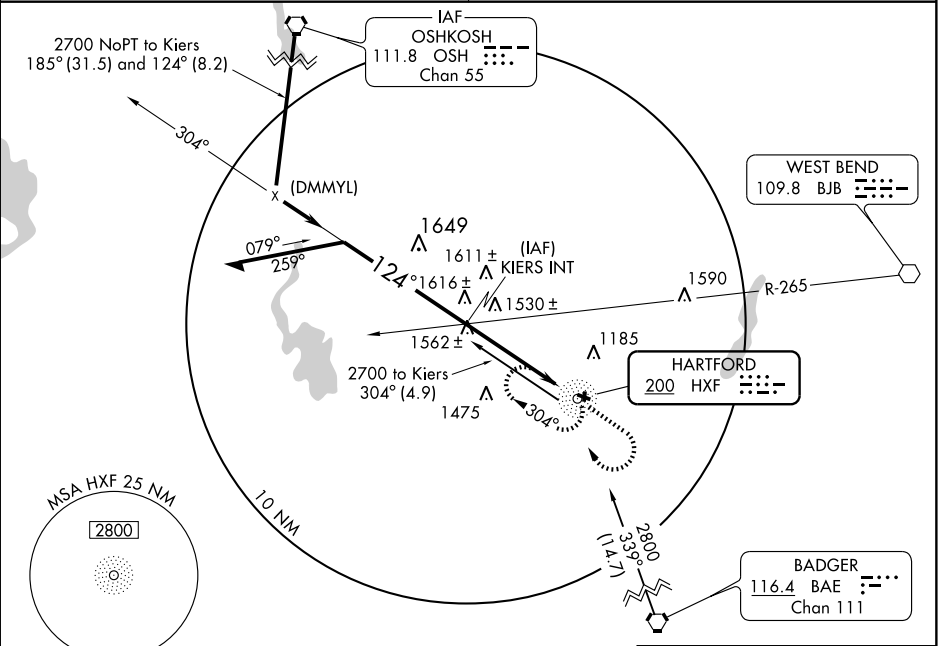
NDB or GPS RWY 11

HARTFORD MUNI (HXF)

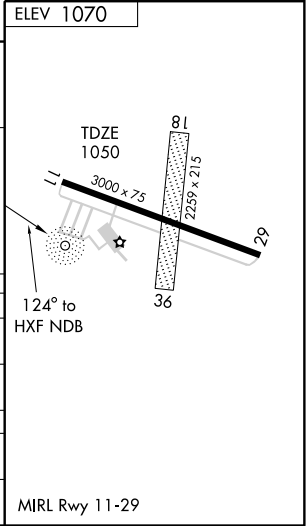
NA Obtain West Bend altimeter setting on CTAF 122.8; when not received, use Milwaukee (General Mitchell) altimeter setting.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2700 direct HXF NDB and hold.

MILWAUKEE APP CON 125.35 307.0	UNICOM 123.0 (CTAF)
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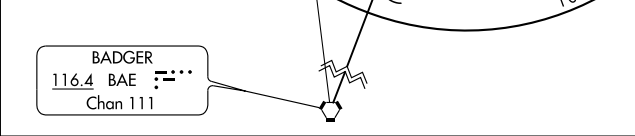
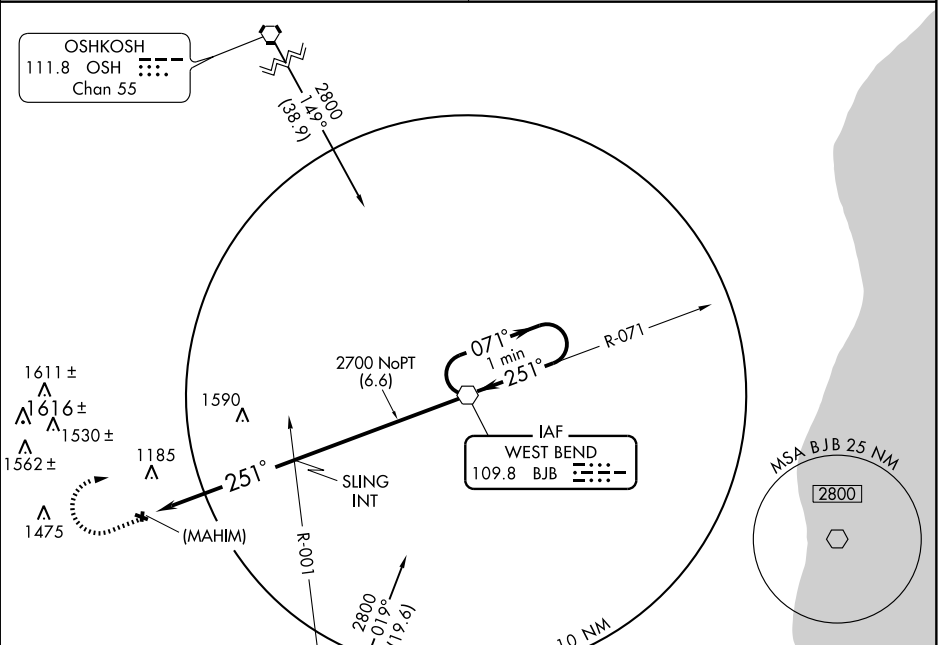
CATEGORY	A	B	C	D
S-11	1680-1	630 (700-1)	1680-1¾ 630 (700-1¾)	NA
CIRCLING	1680-1	610 (700-1)	1680-1¾ 610 (700-1¾)	NA
MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS				
S-11	1780-1	730 (800-1)	1780-2 730 (800-2)	NA
CIRCLING	1780-1	710 (800-1)	1780-2 710 (800-2)	NA



VOR BJB	APP CRS	Rwy Idg	N/A
109.8	251°	TDZE	N/A
		Apt Elev	1070

VOR or GPS-A
HARTFORD MUNI (HXF)

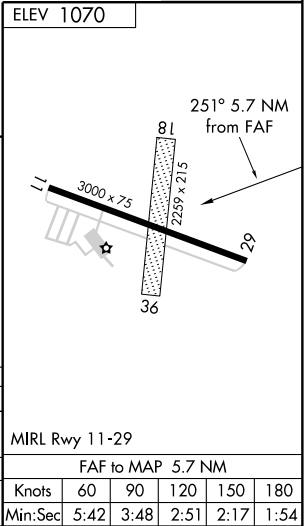
NA Obtain West Bend altimeter setting on CTAF 122.8; when not received, use Milwaukee (General Mitchell) altimeter setting.	MISSED APPROACH: Climb to 2100 then climbing right turn to 2800 via BJB R-251 direct BJB VOR and hold.
MILWAUKEE APP CON 125.35 307.0	UNICOM 123.0 (CTAF)



2100	2800	BJB
↑	↗	⬡
BJB R-251		109.8

SLING INT	VOR	One Minute Holding Pattern
(MAHIM)	2700	2800
5.7 NM	6.6 NM	

CATEGORY	A	B	C	D
CIRCLING	1600-1	530 (600-1)	1600-1½ 530 (600-1½)	NA
MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS				
CIRCLING	1700-1	630 (700-1)	1700-1¾ 630 (700-1¾)	NA



AL-5411 (FAA)

LOC/DME I-PTY 108.5 Chgn 22	APP CRS 205°	Rwy ldg 5002 TDZE 1216 Apt Elev 1216
---	------------------------	---

LOC/DME RWY 20
HAYWARD/SAWYER COUNTY (HYR)

T If local altimeter setting not received, use John F. Kennedy Memorial altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3300 via heading 060° and I-HTY NE course to OBBEY/I-HTY 6.3 DME and hold.

ASOS
113.4

MINNEAPOLIS CENTER
126.45 276.4

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at GRASS via V345 Northeast bound and via V217 Southeast bound.

(IAF)
GRASS

1844 Δ (J)

3300 NoPT to Daive
250° (5.9) and
LOC (7.6)

DAIVE
HTY 12.3

SEELEY
SLY ::..

6.3

1-HTY 2.9

Figure 1

ALIZER 108.5

I-HTY Chan 22

MSA SLY 25 NM

3100

ELEV 1216

05° 5.4 NM
from FAF

 $1293 \pm \Delta$

2200

3300
HDG 060
I-HTY NE
108.5

OBBEY

OBBEY
I-HTY 6.3

One Minute Holding Pattern

CATEGORY

A

B

C

D

S-LOC 20

1560-1 344 (400-1)

1560-1¼

CIRCLING

1880-1 664 (700-1)

2000.
784 (80

21 20-3
904 (1000-3)

REIL Rwys 2 and 20 **L**MIRL Rwy 2-20 **L**

EC-3, 17 DEC 2009 to 14 JAN 2010

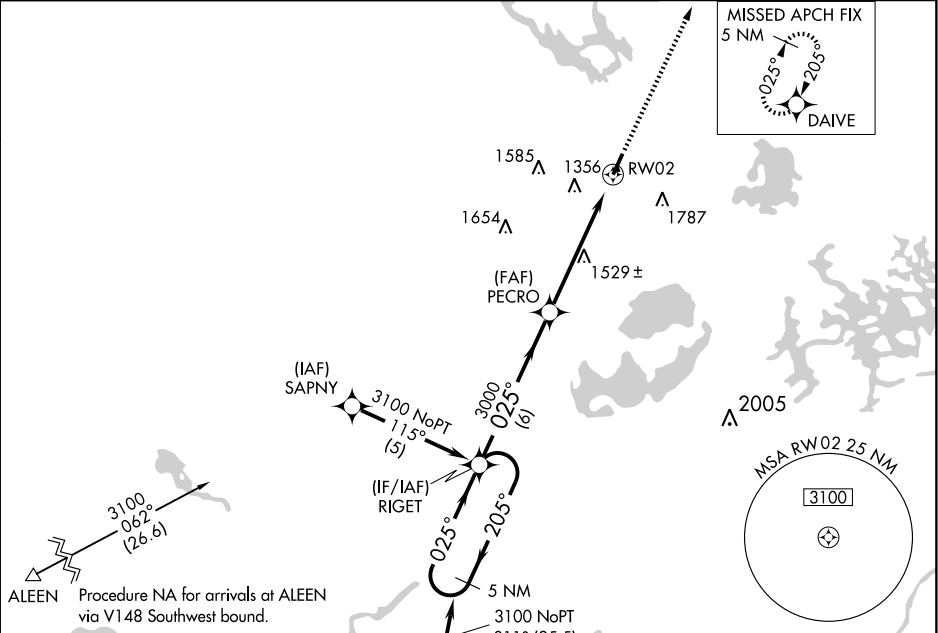
WAAS CH 90400 W02A	APP CRS 025°	Rwy Idg TDZE Apt Elev	5002 1214 1216
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RNAV (GPS) RWY 2
HAYWARD/SAWYER COUNTY (HYR)

T Baro-VNAV NA when using John F. Kennedy Memorial altimeter setting. DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use John F. Kennedy Memorial altimeter setting and increase all DAs/MDAs 160 feet. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).

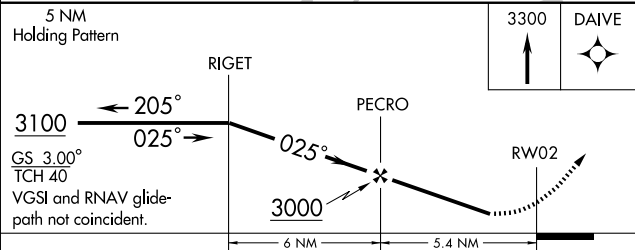
MISSED APPROACH:
Climb to 3300 direct
DAIVE and hold.

ASOS 113.4	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
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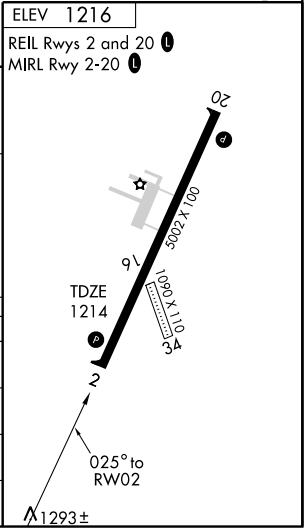


5 NM Holding Pattern

3300 DAIVE



CATEGORY	A	B	C	D
LPV DA	1514-1	300 (300-1)		
LNAV/VNAV DA	1558-1¼	344 (400-1¼)		
LNAV MDA	1780-1 566 (600-1)	1780-1½ 566 (600-1½)	1780-1¾ 566 (600-1¾)	
CIRCLING	1880-1¼ 664 (700-1¼)	2000-2¼ 784 (800-2¼)	2120-3 904 (1000-3)	



RNAV (GPS) RWY 20

HAYWARD/SAWYER COUNTY (HYR)

MISSED APPROACH: Climb to 3100 direct RIGET and hold.

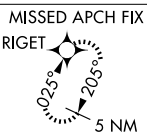
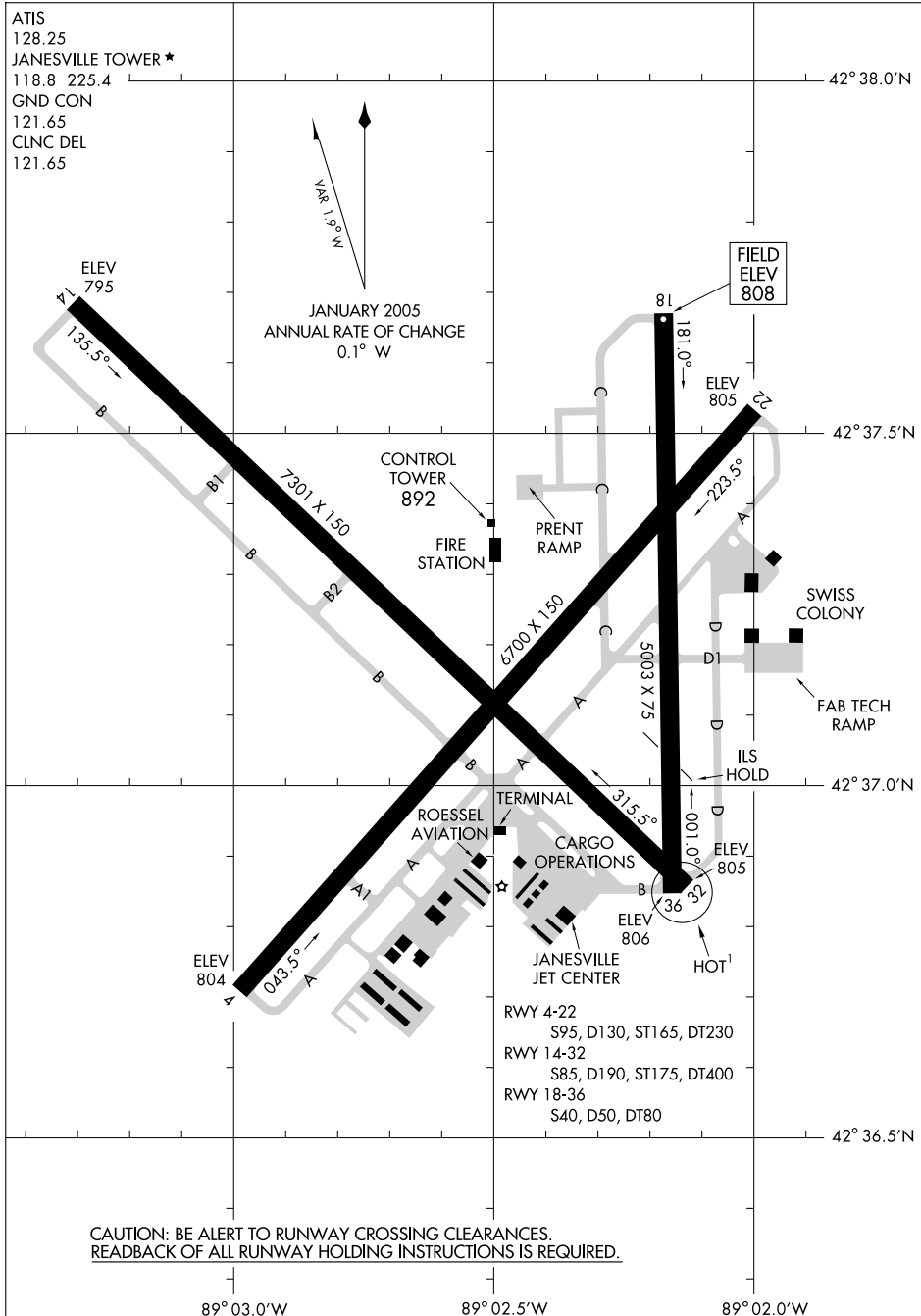
UNICOM
122.8 (CTAF) 

Diagram illustrating the layout of Runway 20 (RW20) and Runway 2 (RW2) with associated lighting and elevation data:

- Runway 20 (RW20):**
 - TDZE: 1216
 - Bearing: 205° to RW20
 - Width: 3002 x 100
 - Length: 1000 x 34
 - End of Runway (ER) marker: 91
- Runway 2 (RW2):**
 - Width: 3002 x 100
 - Length: 1000 x 34
 - End of Runway (ER) marker: 91
- Elevation:** 1293±
- Runway Identification:** REIL Rwy 2 and 20, MIRL Rwy 2-20

AIRPORT DIAGRAM

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)
AL-938 (FAA) JANESVILLE, WISCONSIN



LOC I-JVL	APP CRS	Rwy Idg	6700
<u>109.1</u>	044°	TDZE	805
		Apt Elev	808

ILS or LOC RWY 4

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

T When control tower closed, obtain local altimeter setting on UNICOM;
A when not received use Rockford altimeter setting and increase all
DH/MDA's 80 feet. Circling not authorized at night to Rwy 18.

MALSR
A5

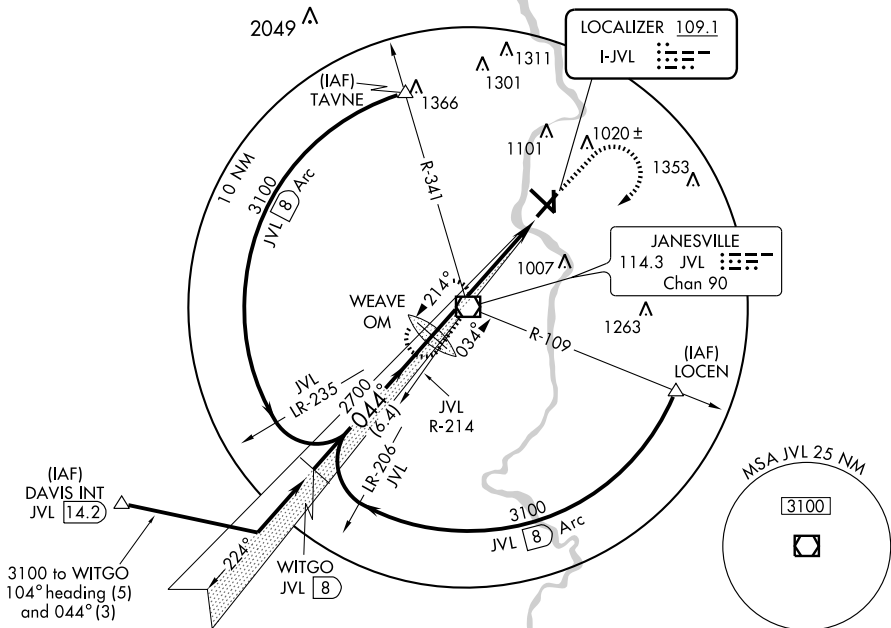
MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct JVL VOR/DME and hold.

ATIS
128.25

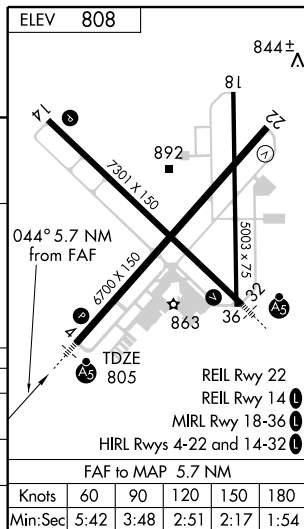
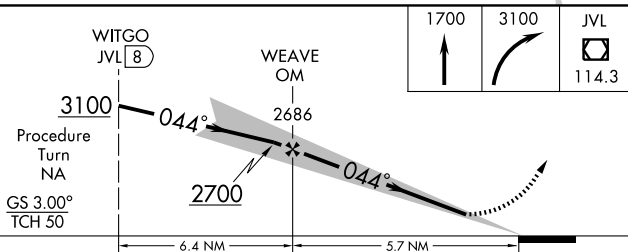
ROCKFORD APP CON
121.0 327.0

JANESVILLE TOWER ★
118.8(CTAF) **L** 225.4

GND COM
121.65

CLNC DE
121.65UNICOM
122.95

EC-3 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
S-ILS 4	1005- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 4	1300- $\frac{1}{2}$	495 (500- $\frac{1}{2}$)	1300- $\frac{3}{4}$ 495 (500- $\frac{3}{4}$)	1300-1 495 (500-1)
CIRCLING	1300-1	492 (500-1)	1300-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)	1420-2 612 (700-2)

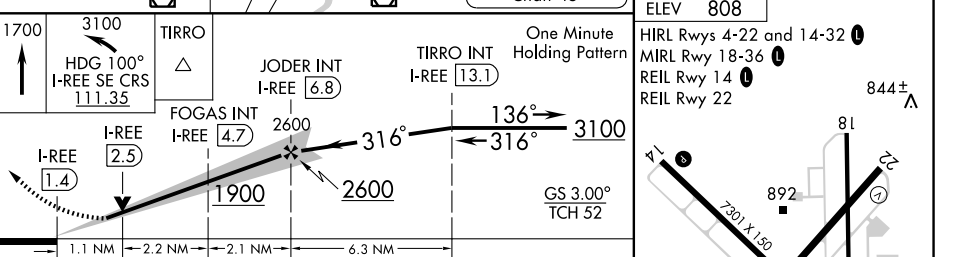
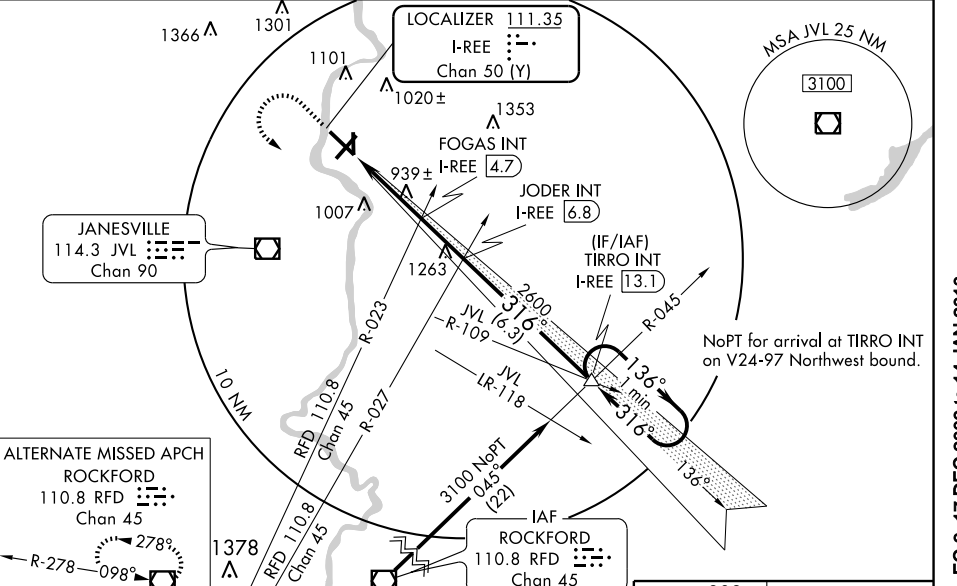
When local altimeter setting not received, use Rockford Intl altimeter setting; increase DA to 1075, increase all MDAs 80 feet, increase FOGAS FIX minimums S-LOC 32 Cat. D and circling Cat. D visibility ¼ mile. VDP NA when using Rockford Intl altimeter setting.

For inoperative MALSRs, increase FOGAS FIX minimums S-LOC 32, Cats. A, B, and C to 1 mile. Inoperative table does not apply to S-ILS-32. Circling to Rwy 18 NA at night.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 via heading 100° and I-REE SE course to TIRRO INT/13.1 DME and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) 225.4	121.65	121.65	122.95



CATEGORY	A	B	C	D
S-ILS 32	1006-¾ 200 (200-¾)			
S-LOC 32	1900-¾ 1094 (1100-¾)	1900-1 1094 (1100-1)	1900-2½ 1094 (1100-2½)	
CIRCLING	1900-1¼ 1092 (1100-1¼)	1900-1½ 1092 (1100-1½)	1900-3 1092 (1100-3)	
FOGAS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 32	1200-¾ 394 (400-¾)			
CIRCLING	1260-1 452 (500-1)	1280-1½ 472 (500-1½)	1420-2 612 (700-2)	

ELEV 808

HIRL Rwy 4-22 and 14-32
MIRL Rwy 18-36
REIL Rwy 14
REIL Rwy 22

844±
892
863
36°
316° 5.4 NM from FAF

7301 X 150
5700 X 150
5003 X 75
TDZE 806

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6700
043°	TDZE	805
	Apt Elev	808

RNAV (GPS) RWY 4

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

T Baro-VNAV NA below -17°C (3°F). DME/DME RNP-0.3 NA.
A Baro-VNAV and VDP NA with Rockford altimeter setting. Circling not authorized
NA at night to Rwy 18. When control tower closed, obtain local altimeter setting on
W UNICOM; when not received use Rockford altimeter setting and increase all
 DA/MDAs 80 feet. GPS or RNP-0.3 Required.

MALS R



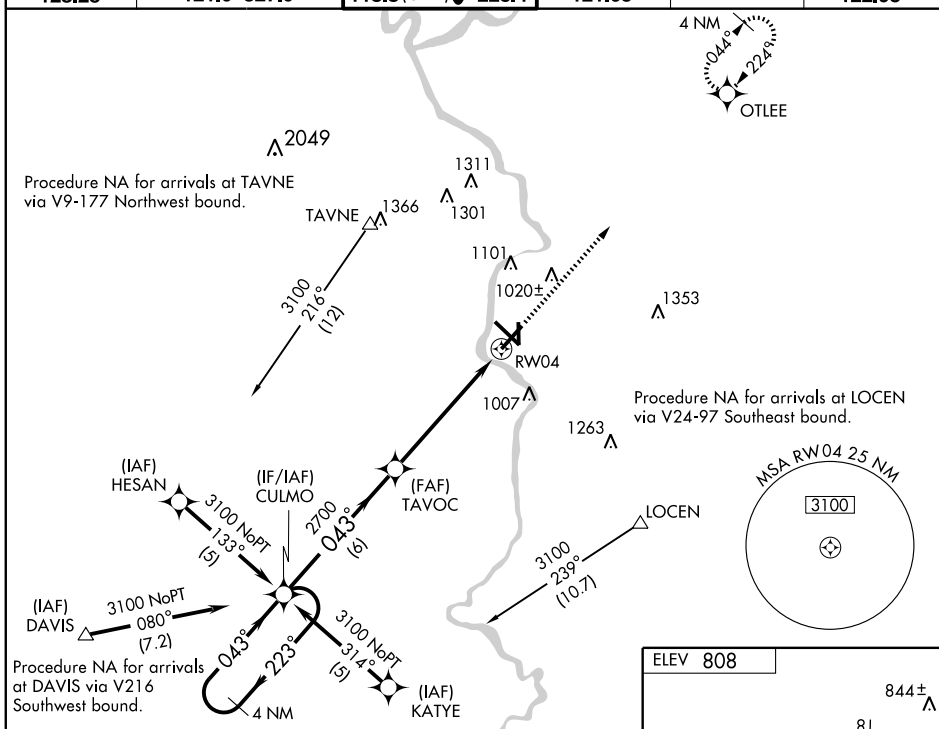
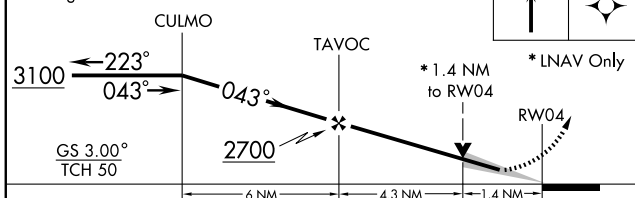
MISSED APPROACH: Climb to 3100 direct OTLEE WP and hold.

ATIS
128.25

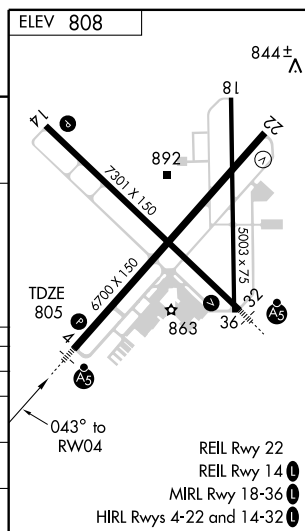
ROCKFORD APP CON
121.0 327.0

JANESVILLE TOWER ★
118.8 (CTAF) **L** 225.4

GND CON
121.65

CLNC DEL
121.65UNICOM
122.954 NM
Holding Pattern

CATEGORY		A	B	C	D
GLS PA	DA	NA			
LNNAV/ VNAV	DA	1080- $\frac{1}{2}$ 275 (300- $\frac{1}{2}$)			1080- $\frac{3}{4}$ 275 (300- $\frac{3}{4}$)
LNNAV	MDA	1300- $\frac{1}{2}$ 495 (500- $\frac{1}{2}$)	1300- $\frac{3}{4}$ 495 (500- $\frac{3}{4}$)		1300-1 495 (500-1)
CIRCLING		1300-1 492 (500-1)	1300-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)		1420-2 612 (700-2)



APP CRS	Rwy Idg	7301
135°	TDZE	803
	Apt Elev	808

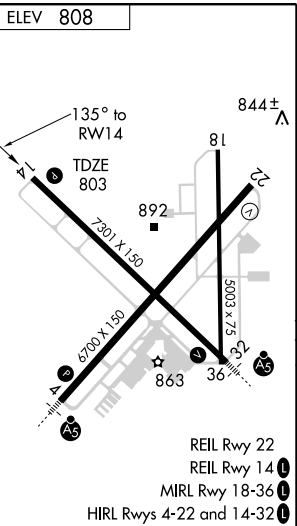
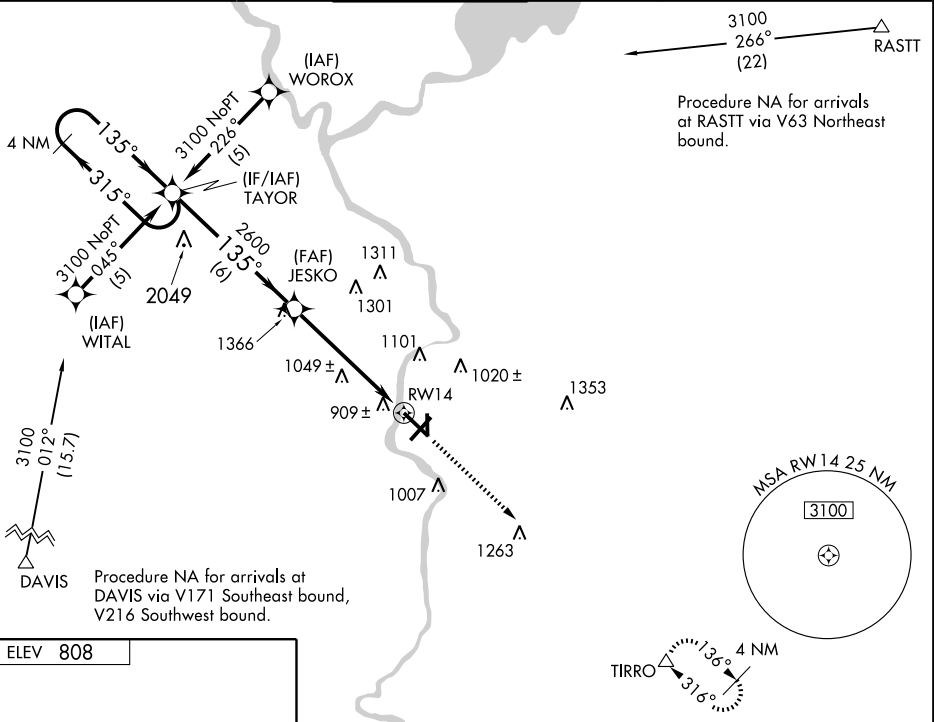
RNAV (GPS) RWY 14

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

T Baro-VNAV NA below -17°C (3°F). DME/DME RNP-0.3 NA.
A Baro-VNAV and VDP NA with Rockford altimeter setting. Circling not authorized
NA at night to Rwy 18. When control tower closed, obtain local altimeter setting on
W UNICOM; when not received use Rockford altimeter setting and increase all
DA/MDAs 80 feet. GPS or RNP-0.3 Required.

MISSED APPROACH: Climb to 3100 direct TIRRO WP and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) 0 225.4	121.65	121.65	122.95



4 NM Holding Pattern		3100	TIRRO
TAYOR		JESKO	
3100 ← 315° 135° →		2600	
GS 3.00° TCH 58			
6 NM		4 NM	1.4 NM
CATEGORY		A	B
GLS PA DA		NA	
LNAV/VNAV DA		1200-1½ 397 (400-1½)	
LNAV MDA		1300-1 497 (500-1)	1300-1½ 497 (500-1½)
CIRCLING		1300-1½ 492 (500-1½)	1420-2 612 (700-2)

▼

Baro-VNAV NA below -17°C (3°F). DME/DME RNP-0.3 NA.

▲

NA

Baro-VNAV and VDP NA with Rockford altimeter setting. Circling not authorized at night to Rwy 18. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all DA/MDAs 80 feet. GPS or RNP-0.3 Required.

Ⓜ

MISSED APPROACH: Climb to 3100 direct CULMO WP and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8 (CTAF) 0 225.4	121.65	121.65	122.95

Procedure NA for arrivals at RASTT via V63 Northeast bound.

<div><div>3100</div><div>↑</div></div> <div><div>CULMO</div><div>★</div></div>		<div>* LNAV Only</div> <div><div>RW22</div><div>1.4 NM to RW22</div></div> <div><div>TEGGU</div><div>OTLEE</div></div> <div><div>224°</div><div>044°</div><div>3100</div><div>2500</div></div> <div><div>GS 3.00°</div><div>TCH 60</div></div> <div><div>1.4 NM</div><div>3.6 NM</div><div>6 NM</div></div>			
CATEGORY	A	B	C	D	
GLS PA	DA	NA			
LNNAV/VNAV	DA	1160-1¼ 355 (400-1¼)			
LNNAV MDA	1320-1 515 (600-1)		1320-1½ 515 (600-1½)	1320-1¾ 515 (600-1¾)	
CIRCLING	1320-1¼ 512 (600-1¼)		1320-1½ 512 (600-1½)	1420-2 612 (700-2)	

ELEV 808


REIL Rwy 22
REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 4-22 and 14-32

EC-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	7301
316°	TDZE	806
	Apt Elev	808

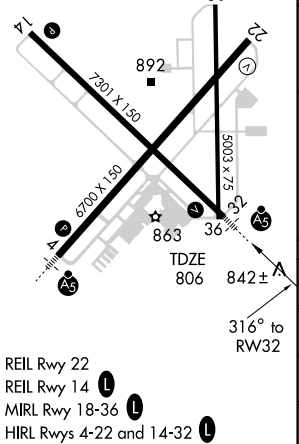
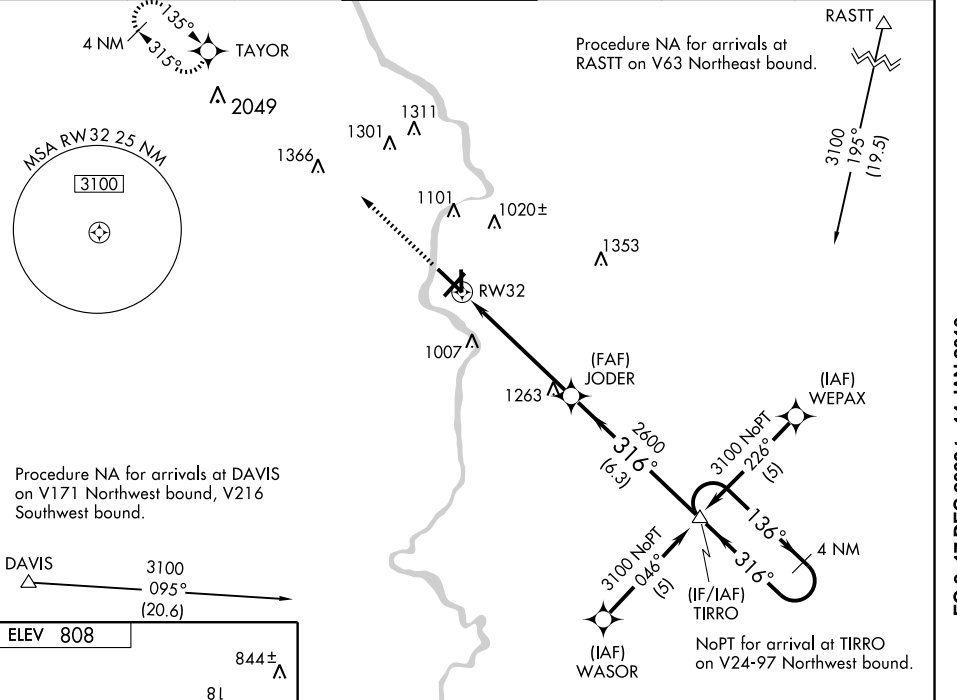
Baro-VNAV NA below -17°C (3°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Rockford altimeter setting. GPS or RNP-0.3 Required. Circling not authorized at night to Rwy 18. For inoperative MALS, increase LNAV/VNAV and LNAV Cat. D visibilities ¼ mile. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all DA/MDAs 80 feet.

MALS



MISSED APPROACH: Climb to 3100 direct TAYOR WP and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8(CTAF) 0 225.4	121.65	121.65	122.95



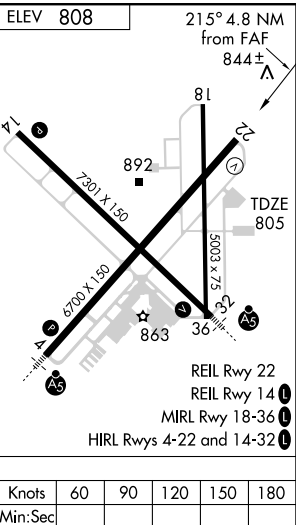
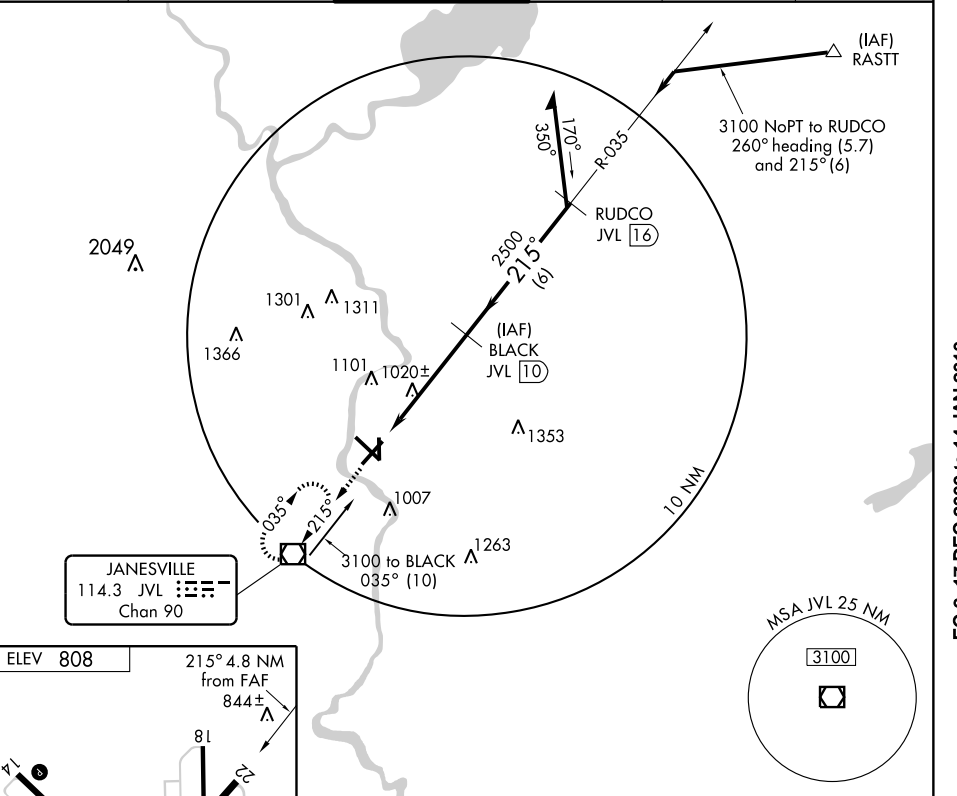
3100 TAYOR		4 NM Holding Pattern			
*LNAV Only		JODER			
RW32		TIRRO			
1.1 NM		1.1 NM to RW32			
4.3 NM		6.3 NM			
CATEGORY		NA			
GLS PA DA		NA			
LNAV/VNAV DA		1100-½ 294 (300-½)			
LNAV MDA		1200-½ 394 (400-½)			
CIRCLING		1260-1 452 (500-1)			
		1280-1½ 472 (500-1½)			
		1200-1 394 (400-1)			
		1420-2 612 (700-2)			


VOR/DME JVL	APP CRS	Rwy Idg	6700
114.3	215°	TDZE	805
Chan 90		Apt Elev	808

When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Rockford altimeter setting and increase all MDAs 80 feet.
Circling not authorized at night to Rwy 18.

MISSED APPROACH: Climb to 3100 direct JVL VOR/DME and hold.

ATIS 128.25	ROCKFORD APP CON 121.0 327.0	JANESVILLE TOWER ★ 118.8 (CTAF) 225.4	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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3100 ↑	JVL 114.3 	BLACK JVL (10)	Remain within 10 NM

EC-3.17 DEC 2009 to 14 JAN 2010

VOR/DME JVL 114.3 Chan 90	APP CRS 034°	Rwy Idg 6700 TDZE 805 Apt Elev 808
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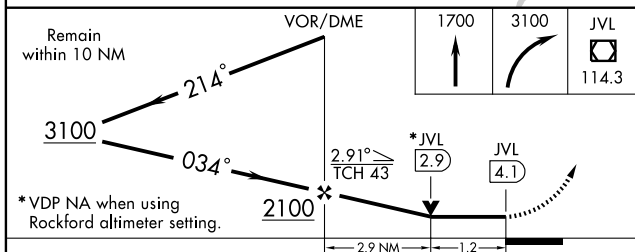
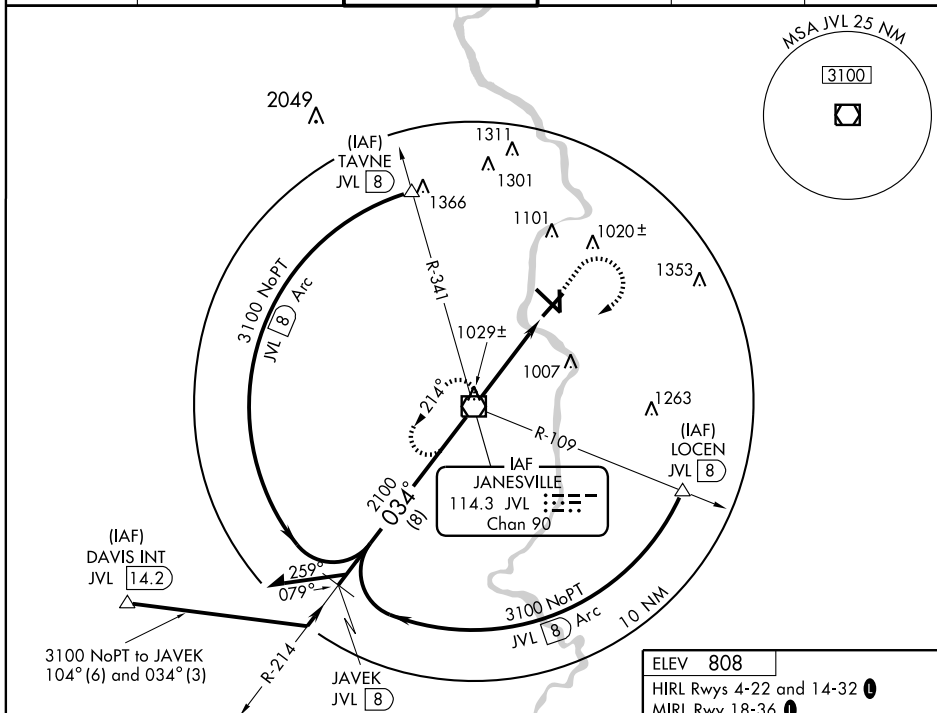
VOR RWY 4
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-4 Cat. D visibility $\frac{1}{4}$ mile. Circling not authorized at night to Rwy 18.

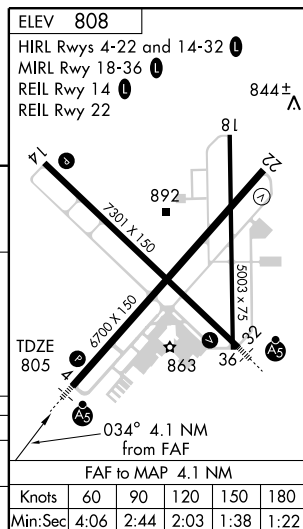


MISSED APPROACH: Climb to 1700, then climbing right turn to 3100 direct JVL VOR/DME and hold.

ATIS 128.25	ROCKFORD APP CON 121.0 327.0	JANESVILLE TOWER ★ 118.8(CTAF) 0 225.4	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
S-4	1220-½	415 (500-½)	1220-¾ 415 (500-¾)	1220-1 415 (500-1)
CIRCLING	1260-1	452 (500-1)	1280-1½ 472 (500-1½)	1420-2 612 (700-2)



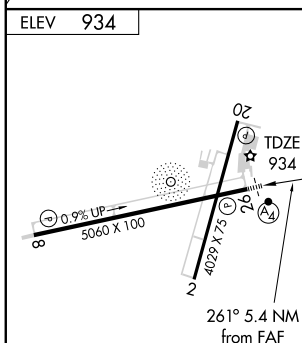
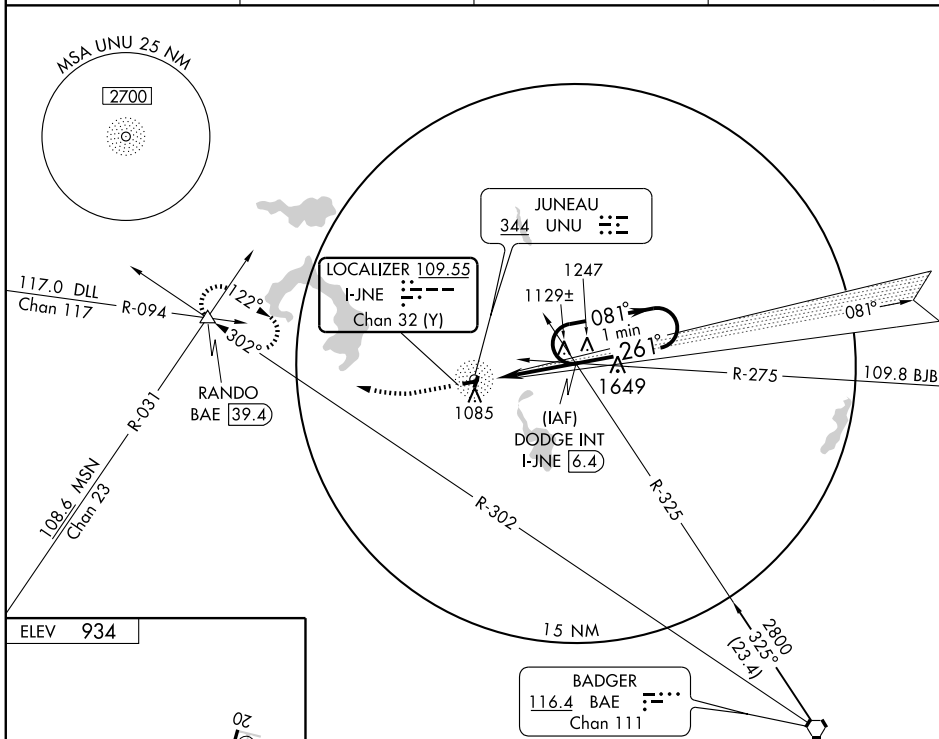
LOC/DME I-JNE 109.55 Chan 32 (Y)	APP CRS 261°	Rwy Idg TDZE Apt Elev	5060 934 934
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LOC RWY 26

JUNEAU/ DODGE COUNTY (UNU)

<p>T If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.</p>	<p>MALSF</p> <p>A4 </p>	<p>MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 via BAE VORTAC R-302 to RANDO Int/BAE 39.4 DME and hold.</p>
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AWOS-3 119.075	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 0
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REIL Rwy 2 and 20 **0**MIRL Rwy 8-26 and 2-20 **0**

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A		B		C	D
	S-26		1380-1 446 (500-1)		1380-1¼ 446 (500-1¼)	NA
	CIRCLING		1440-1 506 (600-1)		1440-1½ 506 (600-1½)	NA

NDB RWY 2

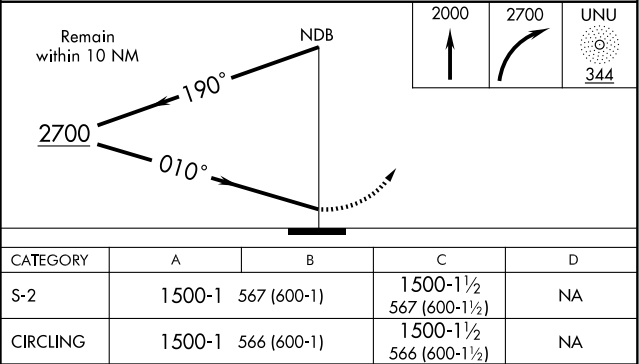
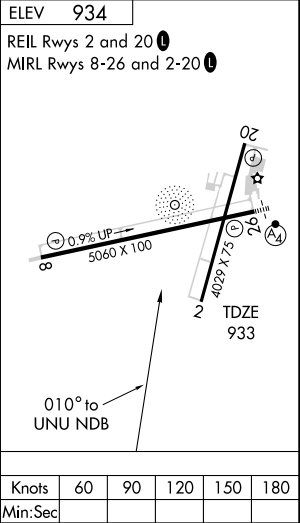
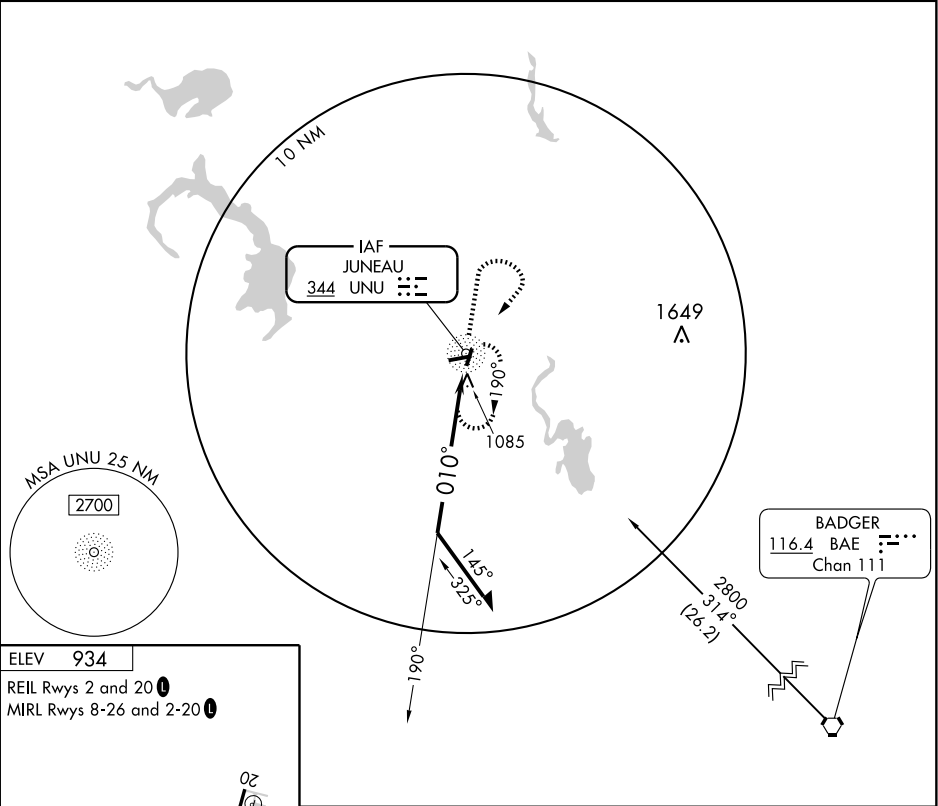
JUNEAU/ DODGE COUNTY (UNU)

NDB	UNU	APP CRS	Rwy Idg	4029
344		010°	TDZE	933
			Apt Elev	934

If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct UNU NDB and hold.

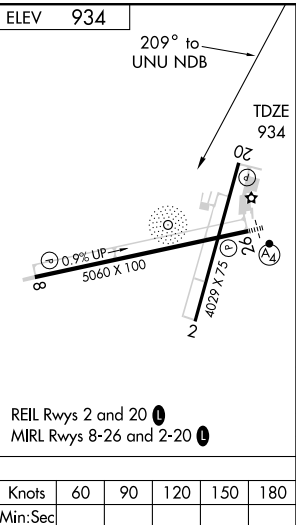
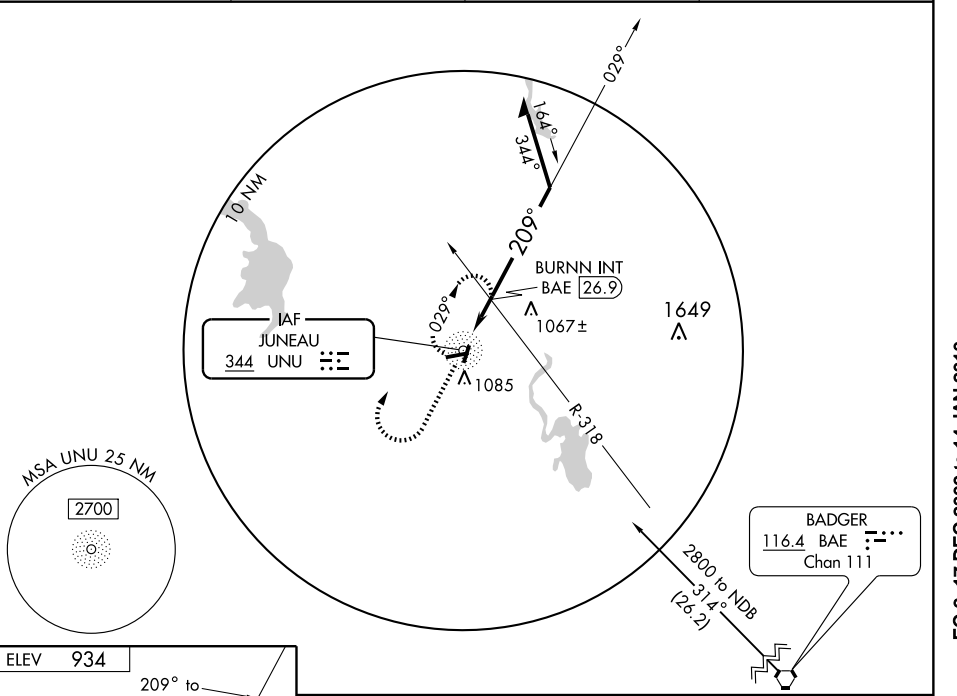
AWOS-3 119.075	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 1
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▼ If local altimeter setting not received, use Dane County Rgnl-Truax
Field altimeter setting and increase all MDAs 100 feet.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct UNU NDB and hold.

AWOS-3 119.075	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 0
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ELEV 934	2000	2700	UNU 344	NDB	029°	2700	209°	1540	2.96°	TCH 40	2.2 NM	VGSI and descent angles not coincident.
*1640 when using Dane County Rgnl-Truax Field altimeter setting.												
Remain within 10 NM												
REIL Rwys 2 and 20 0	MIRL Rwys 8-26 and 2-20 0											
Knots 60 90 120 150 180												
Min:Sec												
CATEGORY	A	B	C	D								
S-20	1540-1	606 (700-1)	1540-1¾ 606 (700-1¾)	NA								
CIRCLING	1540-1	606 (700-1)	1540-1¾ 606 (700-1¾)	NA								
BURNN FIX MINIMUMS												
S-20	1420-1	486 (500-1)	1420-1¼ 486 (500-1¼)	NA								
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA								

WAAS CH 87107 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	4029 933 934
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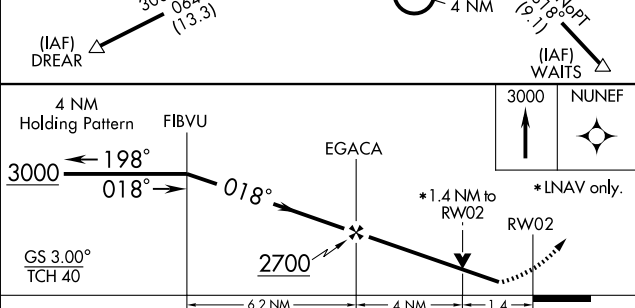
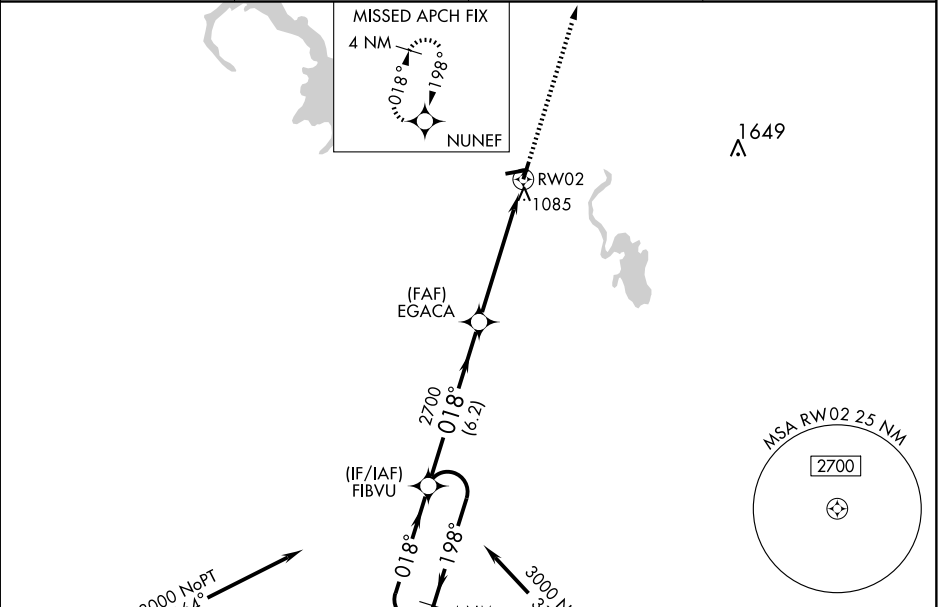
RNAV (GPS) RWY 2
JUNEAU/DODGE COUNTY (UNU)

▼
▲

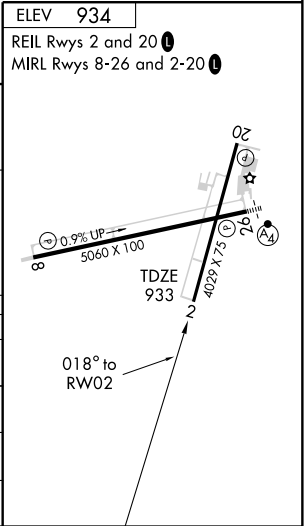
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all DA/MDA 100 feet, increase all visibilities ½ mile. VDP and Baro-VNAV NA when using Dane County Rgnl-Truax Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3000 direct NUNEF and hold.

AWOS-3 119.075	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1189-1 256 (300-1)			NA
LNAV/VNAV DA	1432-1¾ 499 (500-1¾)			NA
LNAV MDA	1400-1 467 (500-1)	1400-1¼ 467 (500-1¼)		NA
CIRCLING	1440-1 506 (600-1)	1440-1½ 506 (600-1½)		NA



APP CRS	Rwy Idg	5060
081°	TDZE	913
	Apt Elev	934

RNAV (GPS) RWY 8

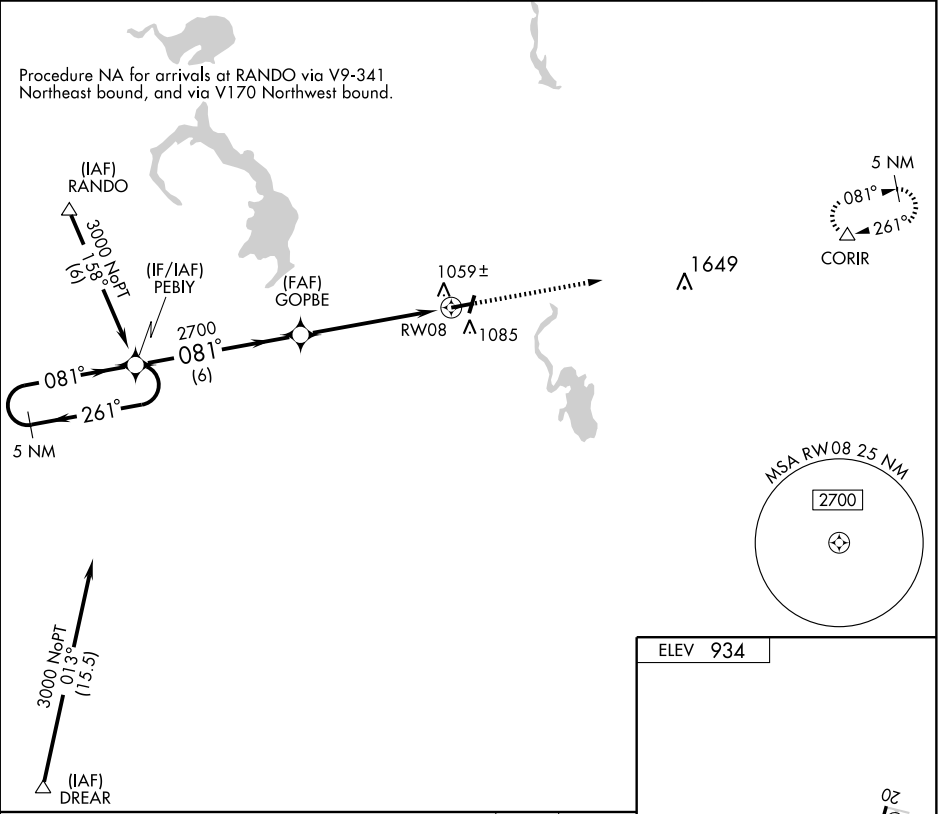
JUNEAU/DODGE COUNTY(UNU)

▼ DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Dane County

▲ Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet.
VDP NA when using Dane County Rgnl-Truax Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct CORIR and hold.

AWOS-3 119.075	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 0
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5 NM Holding Pattern					PEBIY	CORIR	
3000					261°		081°
VGSI and descent angles not coincident.					081°		2700
					3.05°		TCH 40
					1.3 NM to RW08		RW08
					6 NM		4.2 NM
CATEGORY	A		B		C		D
LNAV MDA	1320-1		407 (400-1)		1320-1¼ 407 (400-1¼)		NA
CIRCLING	1440-1		506 (600-1)		1440-1½ 506 (600-1½)		NA

ELEV 934

TDZE 913

0.9% UP

5060 X 100

081° to RW08

02

20

20

2

4022 X 75

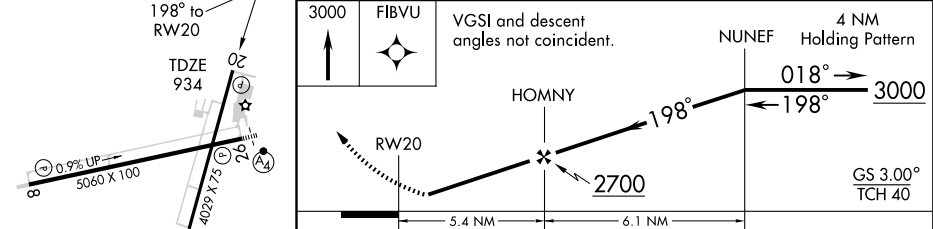
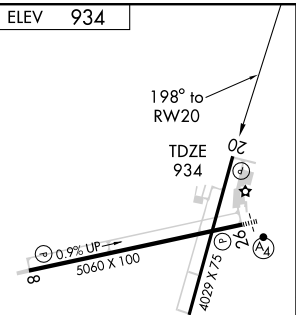
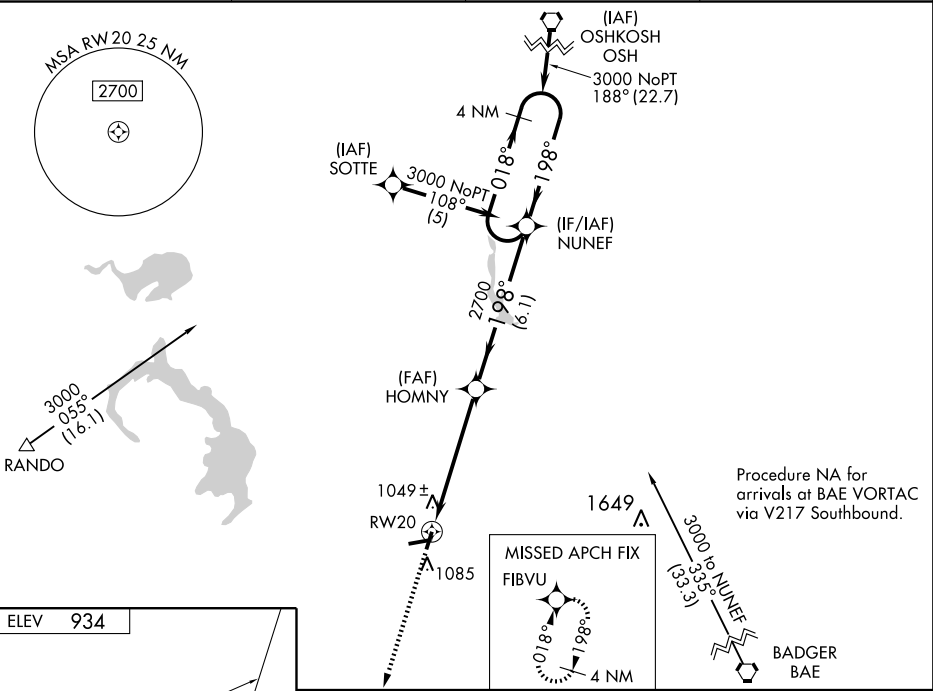
REIL Rwy 2 and 20 0
MIRL Rwy 8-26 and 2-20 0

WAAS	APP CRS	Rwy Idg	4029
CH 61307	198°	TDZE	934
W20A		Apt Elev	934

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all DA/MDA 100 feet, increase visibilities ¼ mile. Baro-VNAV NA when using Dane County Rgnl-Truax Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FIBVU and hold.

AWOS-3 119.075	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1214-1	280 (300-1)		NA
LNAV/VNAV DA	1350-1½	416 (500-1½)		NA
LNAV MDA	1300-1	366 (400-1)		NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

REIL Rwy 2 and 20 0
MIRL Rwy 8-26 and 2-20 0

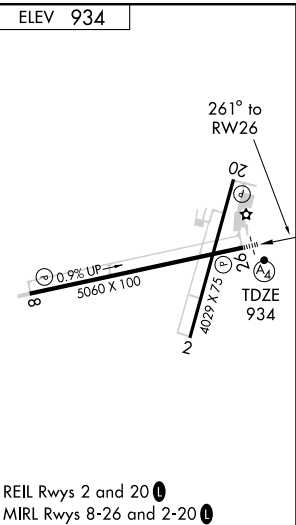
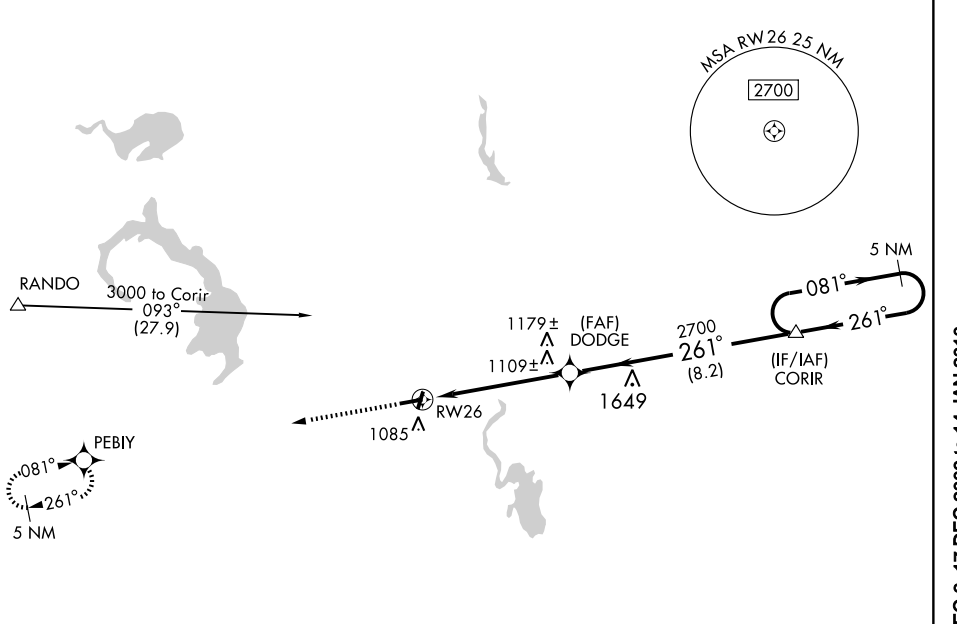
EC-3.17 DEC 2009 to 14 JAN 2010

▼ If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 3000 direct PEBIY and hold.

AWOS-3 119.075	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 1
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	3000 ↑	PEBIY 		
		DODGE 	CORIR 5 NM Holding Pattern	
	RW26 	2700 	3000 	
	5.4 NM	8.2 NM		
CATEGORY	A	B	C	D
LNAV MDA	1360-1	426 (500-1)	1360-1¼ 426 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

REIL Rwy 2 and 20 1

MIRL Rwy 8-26 and 2-20 1

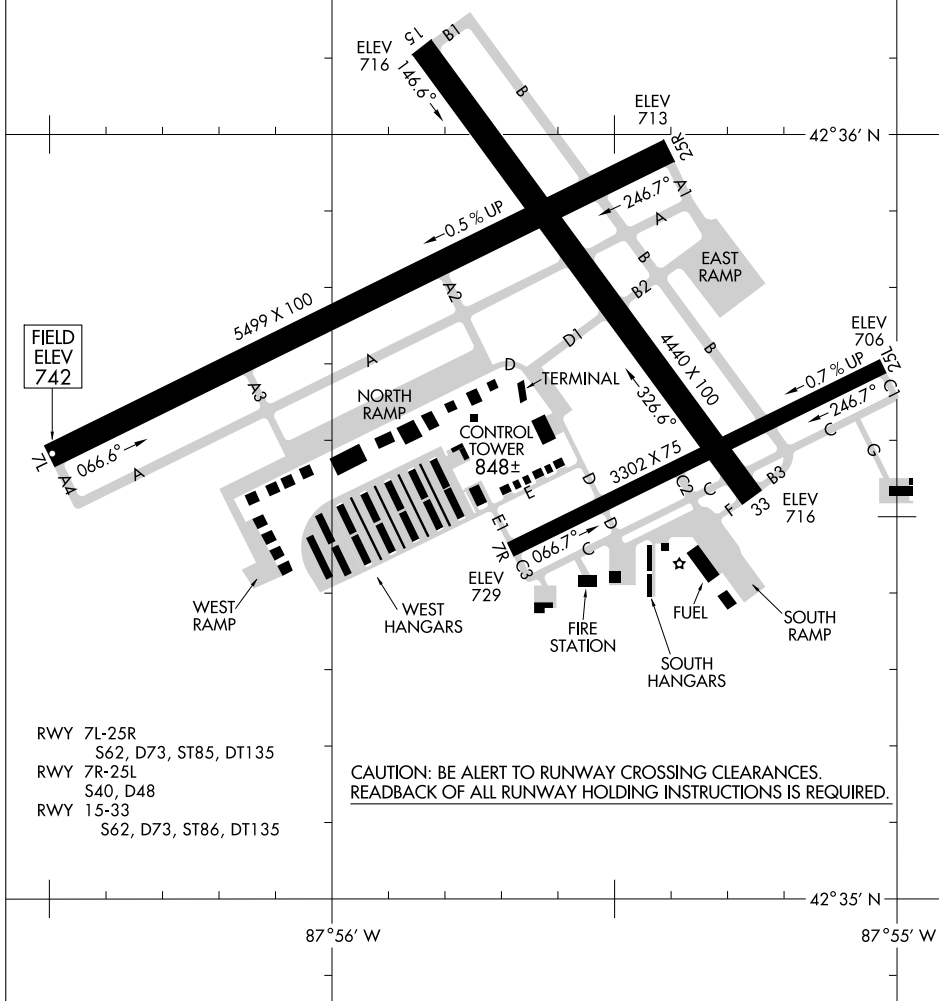
AIRPORT DIAGRAM

AL-5449 (FAA)

KENOSHA RGNL (ENW)
KENOSHA, WISCONSIN

ATIS
127.175
KENOSHA TOWER ★
118.6 353.6
GND CON
121.875

VAR 2.9° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W



AL-5449 (FAA)

LOC I-ENW <u>109.35</u>	APP CRS 066°	Rwy Idg TDZE Apt Elev	5499 742 742
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ILS or LOC RWY 7L
KENOSHA RGNL (ENW)

T ADF Required. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet.

MALSR



MISSED APPROACH: Climb to 2500 then left turn direct EN LOM and hold.

ATIS
127.175

MILWAUKEE APP CON
120.15 (SOUTH) 317.725

KENOSHA TOWER ★
118.6 (CTAF) L 353.6

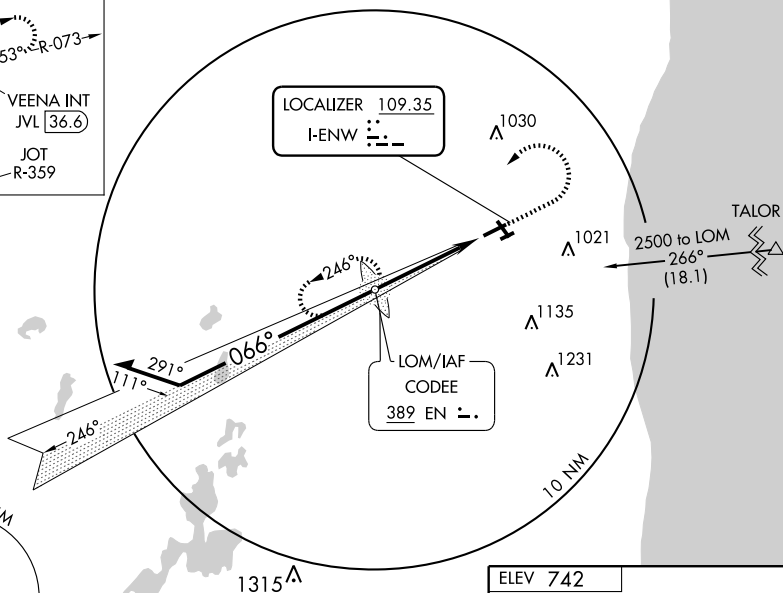
GND CON
121,875

UNICOM
122.95

Diagram illustrating the JOT (Joint Operations Training) facility layout, showing various channels and associated aircraft/missions:

- Channel 111:** BAE R-180
- Channel 116.4:** BAE
- Channel 114.3:** JVL, Chan 90
- Channel 112.3:** JOT, Chan 70, VEENA INT JVL (36.6), JOT R-359
- Channel 116.4:** R-073
- Angles:** 073° and 253° are indicated between channels.

ADF REQUIRED



MSA EN 25 NM

2600

Remain
within 10 NM

LOM

2500

EN

2500

2193

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 55}$$

— 4.3 NM —→

HIRL Rwy 7L-25R and 15-33 L

REIL Rwys 15 and 25R (L)

MIRL Rwy ZR-25L L

EAE to MAP 4.3 NM

TAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-ILS 7L	942-1/2 200 (200-1/2)			
S-LOC 7L	1180-1/2	438 (500-1/2)	1180-3/4 438 (500-3/4)	1180-1 438 (500-1)
CIRCLING	1200-1	458 (500-1)	1200-1 1/2 458 (500-1 1/2)	1340-2 598 (600-2)

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

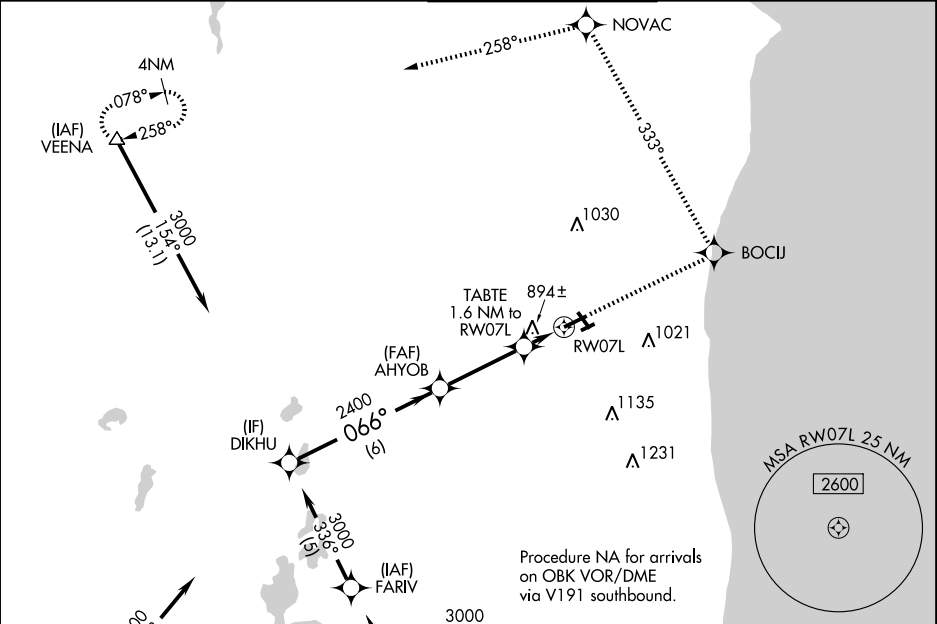
WAAS CH 50314 W07A	APP CRS 066°	Rwy Idg TDZE Apt Elev	5499 742 742
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RNAV (GPS) RWY 7L
KENOSHA RGNL (E\NW)

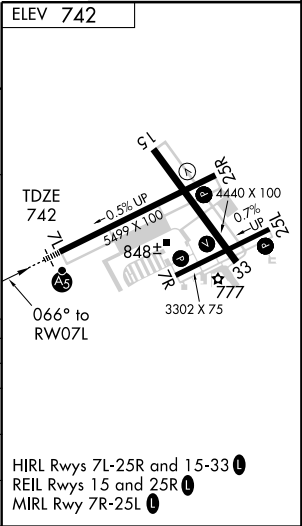
For inoperative MALS, increase LNAV Cat D visibility to 1¼ mile.
Baro-VNAV NA when using Waukegan Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet.

MALS
MISSED APPROACH:
Climb to 3000 direct BOCJ and left turn via track 333° to NOVAC and via track 258° to VEENA and hold.

ATIS 127.175	MILWAUKEE APP CON 120.15 (SOUTH) 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	UNICOM 122.95
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Procedure Turn NA	DIKHU	3000	066°	2400	*1280	6 NM	3.4 NM	1.6 NM
GS 3.00° TCH 55								
CATEGORY	A	B	C	D				
LPV DA		942-½	200 (200-½)					
LNAV/VNAV DA		1179-1	437 (500-1)					
LNAV MDA	1160-½	418 (500-½)	1160-¾ 418 (500-¾)	1160-1 418 (500-1)				
CIRCLING	1200-1	458 (500-1)	1200-1½ 458 (500-1½)	1340-2 598 (600-2)				

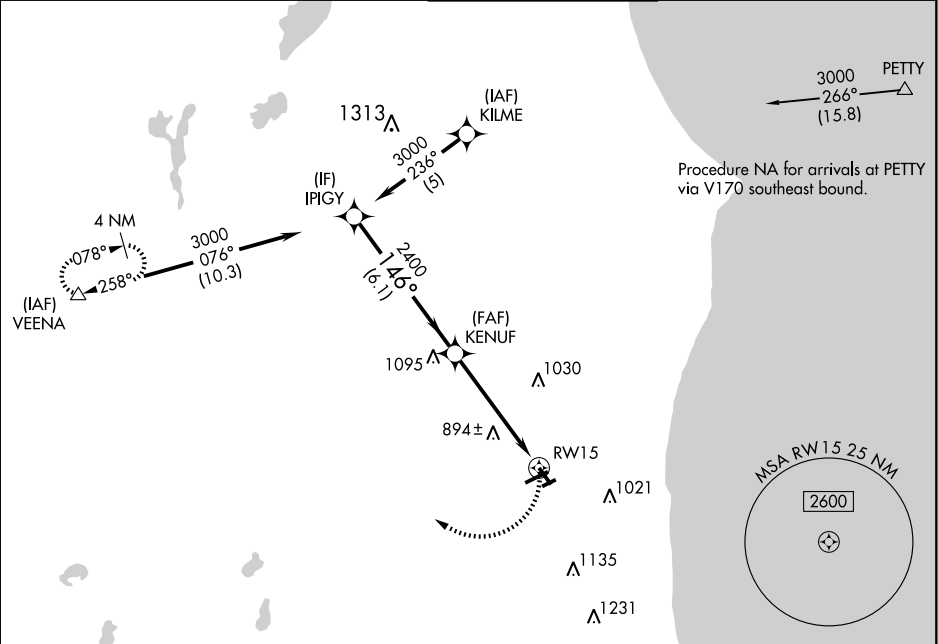


APP CRS	Rwy Idg	4440
146°	TDZE	721
	Apt Elev	742

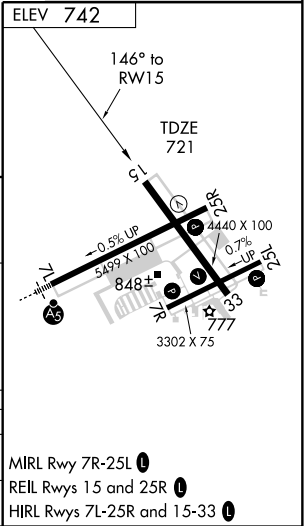
RNAV (GPS) RWY 15

KENOSHA RGNL (ENW)

<div><div>▼</div><div>▲</div></div>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase LNAV Cats C/D visibility ¼ mile.		MISSED APPROACH: Climbing right turn to 3000 direct VEENA and hold.	
ATIS 127.175	MILWAUKEE APP CON 120.15 (SOUTH) 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	UNICOM 122.95



IPIGY		KENUF		RW15	
3000		2400		3000	
146°		3.05°		TCH 45	
6.1 NM		5.1 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1200-1	479 (500-1)	1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)	
CIRCLING	1200-1	458 (500-1)	1200-1½ 458 (500-1½)	1340-2 598 (600-2)	



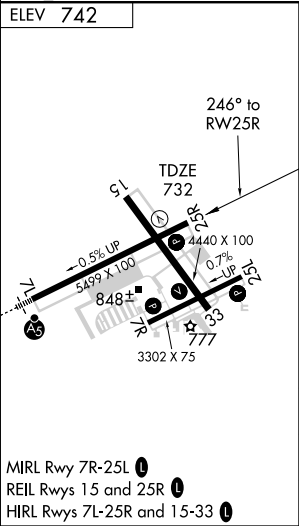
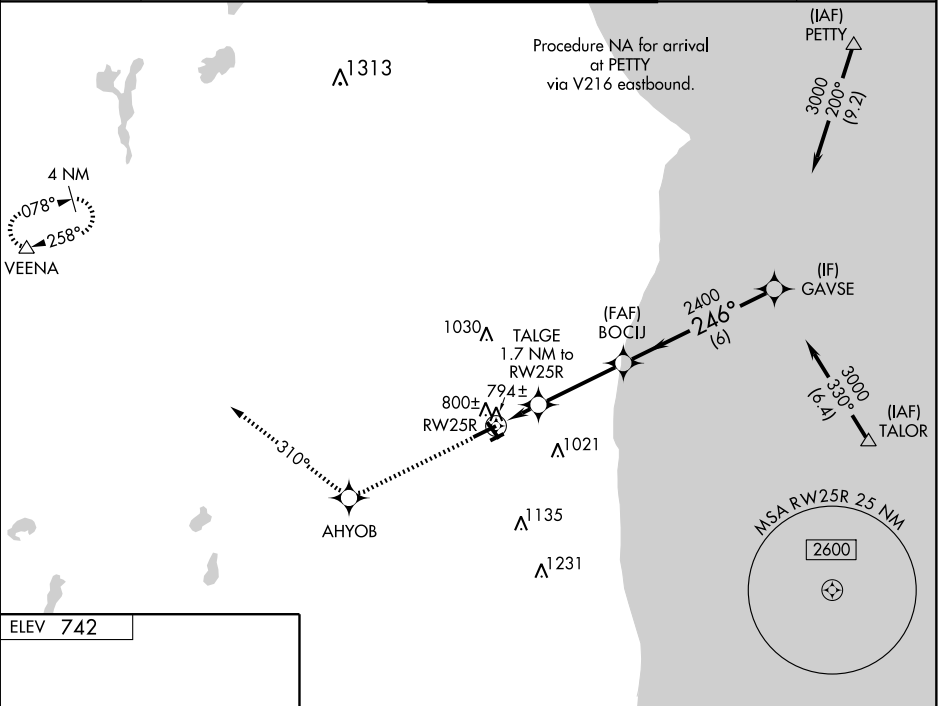
WAAS CH 49014 W25A	APP CRS 246°	Rwy Idg TDZE Apt Elev	5499 732 742
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RNAV (GPS) RWY 25R
KENOSHA RGNL (E/NW)

⚠ Baro-VNAV NA when using Waukegan Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct AHYOB and via track 310° to VEENA and hold.

ATIS 127.175	MILWAUKEE APP CON 120.15 (SOUTH) 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 353.6	GND CON 121.875	UNICOM 122.95
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3000	AHYOB	310° track	VEENA	GAVSE
*LNAV only				
TALGE 1.7 NM to RW25R				
RW25R				
BOCIJ				
2400				
246°				
3000				
Procedure Turn NA				
GS 3.00°				
TCH 45				
CATEGORY	A	B	C	D
LPV DA	982-1 250 (300-1)			
LNAV/VNAV DA	1064-1¼ 332 (400-1¼)			
LNAV MDA	1100-1 368 (400-1)			1100-1¼ 368 (400-1¼)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)

APP CRS	Rwy Idg	4440
326°	TDZE	721
	Apt Elev	742

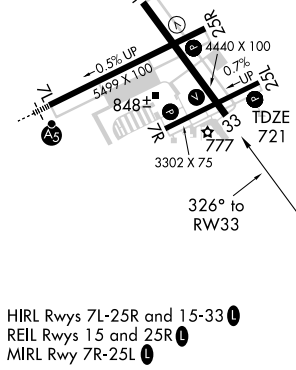
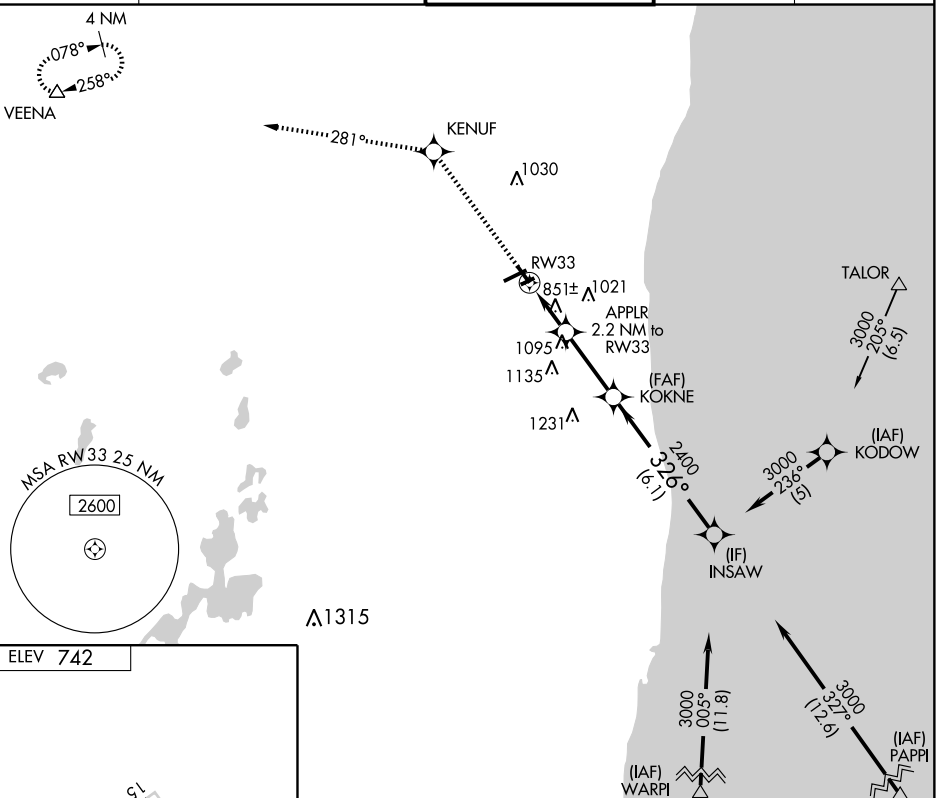
RNAV (GPS) RWY 33
KENOSHA RGNL (ENW)

KENOSHÀ RGNL(ENW)

T	DME/DME RNP-0.3 NA.
A	When local altimeter setting is not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet. VDP NA when using Waukegan Rgnl altimeter setting.

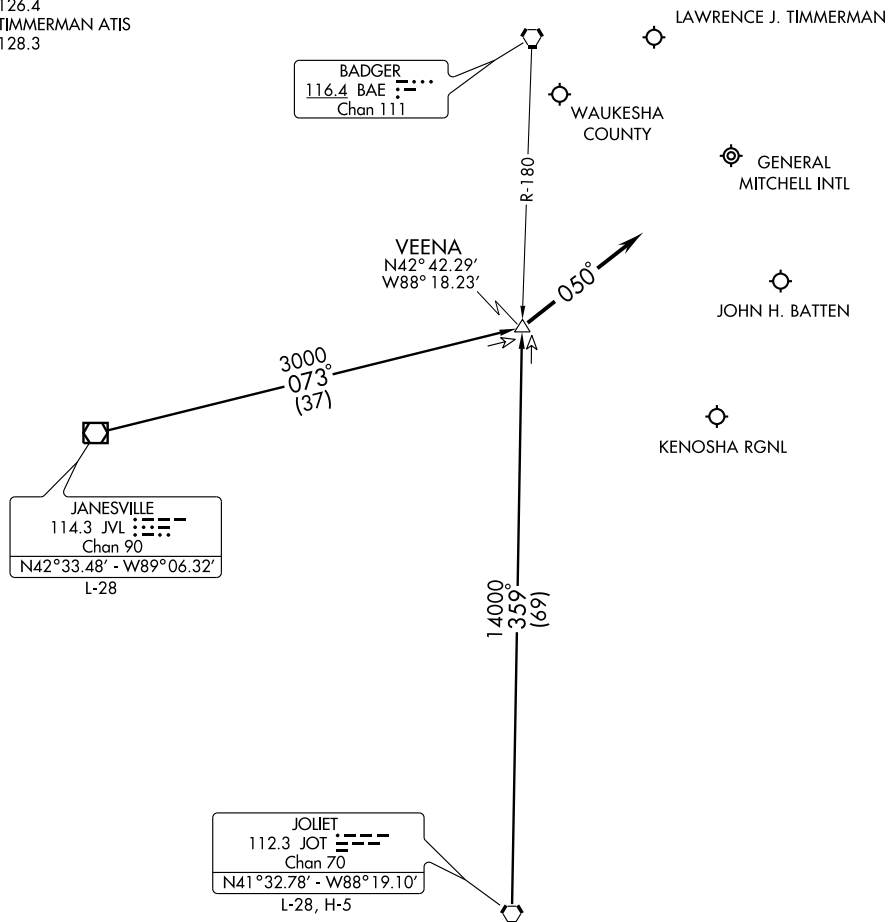
MISSED APPROACH: Climb to 3000 direct KENUF and via track 281° to VEENA and hold.

ATIS 127.175	MILWAUKEE APP CON 120.15 (SOUTH) 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	UNICOM 122.95
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3000 ↑	KENUF ✦	281° track	VEENA △	<p>APPLR 2.2 NM to RW33 ≤ 3.04% TCH 42</p> <p>326°</p> <p>3000</p> <p>Procedure Turn NA</p>			
CATEGORY		A		B		C	D
LNAV MDA	1160-1		439 (500-1)		1160-1¼ 439 (500-1¼)		1160-1½ 439 (500-1½)
CIRCLING	1200-1		458 (500-1)		1200-1½ 458 (500-1½)		1340-2 598 (600-2)

MILWAUKEE APP CON
126.5 307.0
GENERAL MITCHELL ATIS
126.4
TIMMERMAN ATIS
128.3



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....

.... depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

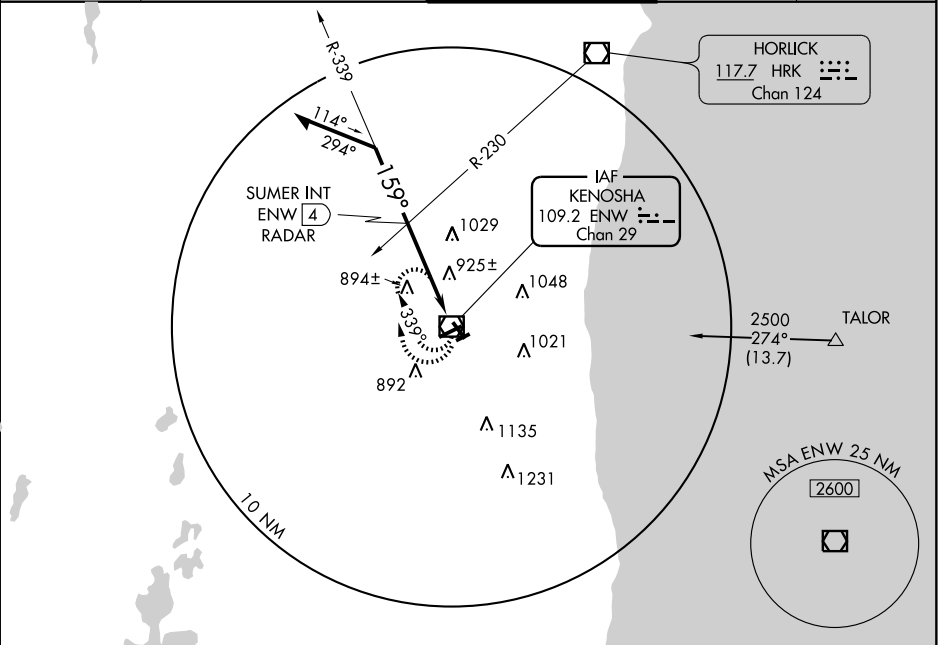
VOR/DME ENW	APP CRS	Rwy Idg	4440
109.2	159°	TDZE	721
Chan 29		Apt Elev	742

VOR RWY 15
KENOSHA RGNL (ENW)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase S-15 Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 in ENW VOR/DME holding pattern, continue climb-in-hold to 2500.

ATIS 127.175	MILWAUKEE APP CON 120.15 (SOUTH) 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	UNICOM 122.95
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CATEGORY	A	B	C	D
S-15	1200-1 479 (500-1)		1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)
CIRCLING	1200-1 458 (500-1)		1200-1½ 458 (500-1½)	1340-2 598 (600-2)

ELEV 742

159° to VOR/DME

TDZE 721

4440 X 100

5499 X 100

848±

3302 X 75

777

33

10

0.5% UP

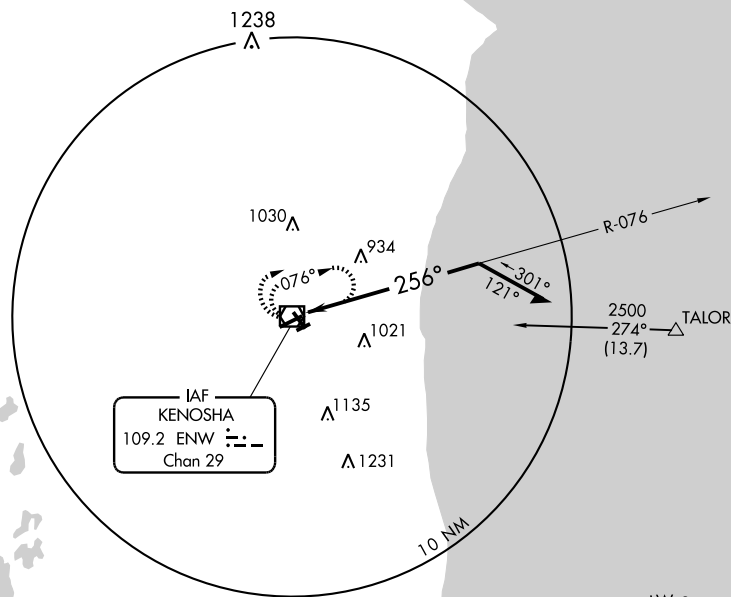
0.7%

HIRL Rwy 7L-25R and 15-33
REIL Rwy 15 and 25R
MIRL Rwy 7R-25L

AL-5449 (FAA)

VOR RWY 25R
KENOSHA RGNL (ENW)

MISSED APPROACH: Climbing right turn to 2500 in ENW VOR/DME holding pattern, continue climb-in-hold to 2500.

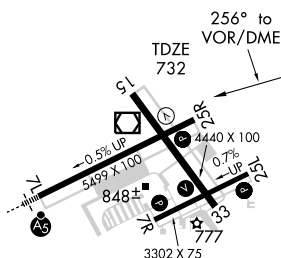
UNICOM
122.95



MSA ENW 25 NM

3400

EC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 742



2500	ENW
	
	109.2

VOR/DME

Remain
within 10 NM

2500

CATEGORY	A	B	C	D
S-25R	1300-1	568 (600-1)	1300-1½ 568 (600-1½)	1300-1¾ 568 (600-1¾)
CIRCLING	1300-1	558 (600-1)	1300-1½ 558 (600-1½)	1340-2 598 (600-2)

HIRL Rwy 7L-25R and 15-33 **L**

REIL Rwy 15 and 25R (L)

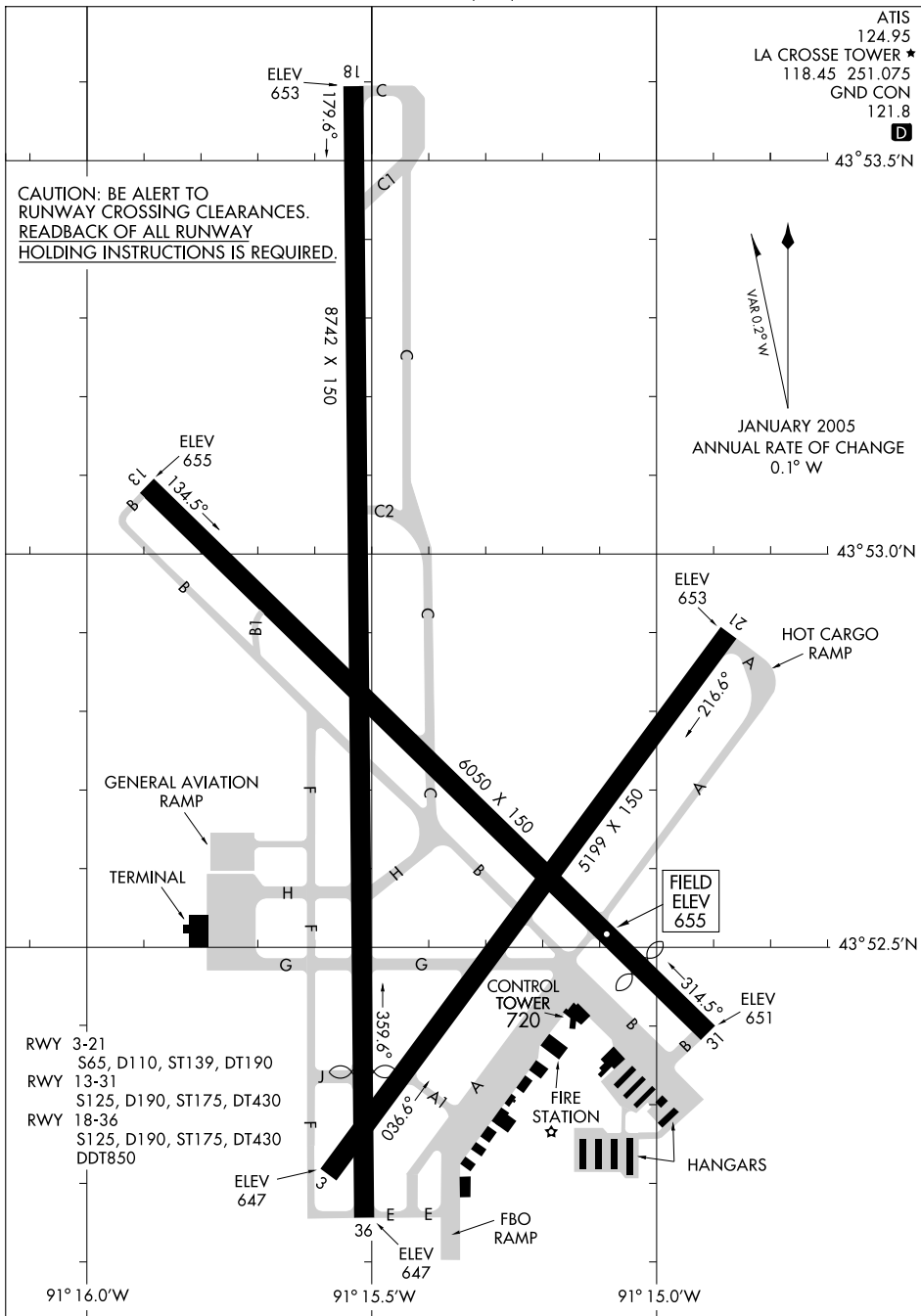
MIRL Rwy 7R-25L (L)

AIRPORT DIAGRAM

AL-219 (FAA)

LA CROSSE MUNI (LSE)

LA CROSSE, WISCONSIN



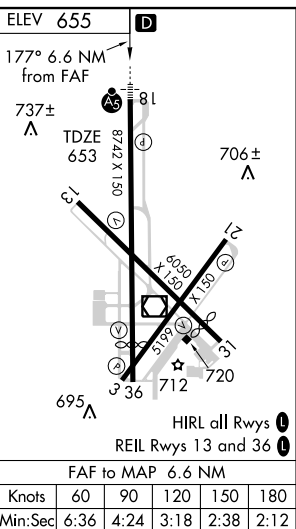
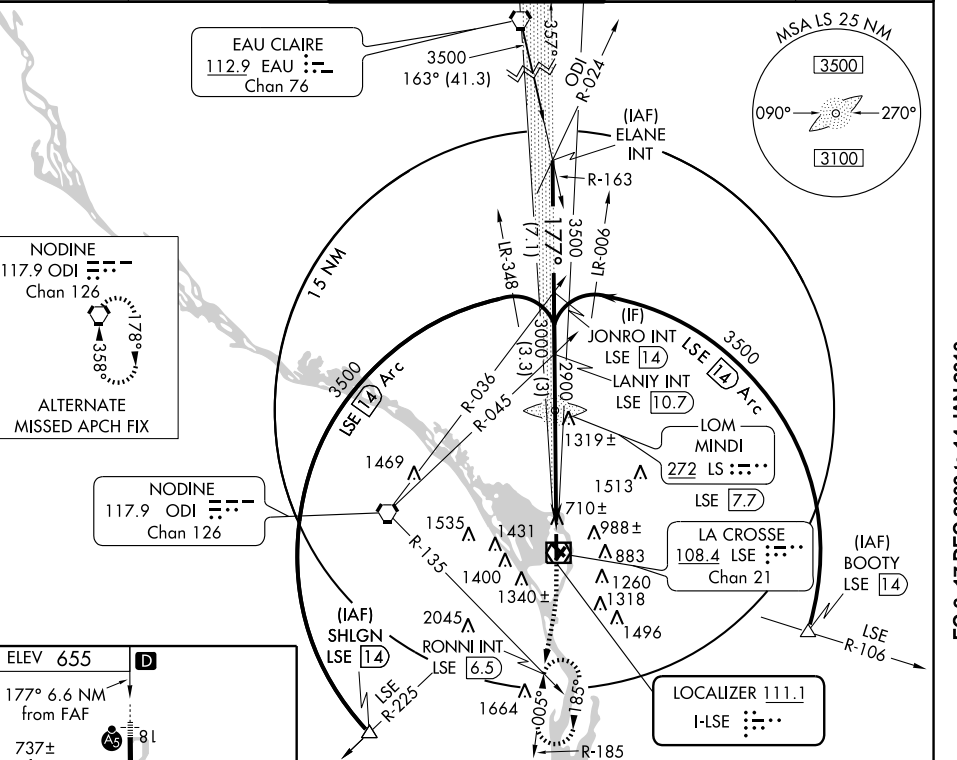
LOC 1-LSE	APP CRS	Rwy Idg	8742
111.1	177°	TDZE	653
		Apt Elev	655

When local altimeter not received, use Winona altimeter setting and increase all DA 53 feet, all MDA 60 feet, increase visibility Circling Cat. C ¼.

MALSR


MISSED APPROACH: Climb to 1400 then climbing right turn to 3400 via LSE VOR/DME R-185 to RONNI Int/LSE 6.5 DME and hold.


ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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JONRO INT LSE 14		LANIY INT LSE 10.7		LOM LSE 7.7		<div>1400 ↑</div>		<div>3400 ↗ LSE R-185 108.4</div>		RONNI INT	
3500		177°		2864							
Procedure Turn NA		3000		2900				LSE 1			
GS 3.00°											
TCH 55											
3.3 NM		3 NM		6.6 NM							
CATEGORY		A		B		C		D			
S-ILS 18		853-½ 200 (200-½)									
S-LOC 18		1080-½ 427 (500-½)				1080-¾ 427 (500-¾)				1080-1 427 (500-1)	
CIRCLING		1180-1 525 (600-1)				1440-2¼ 785 (800-2¼)				1780-3 1125 (1200-3)	

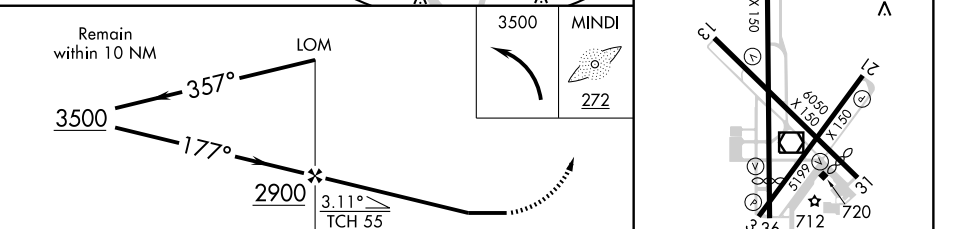
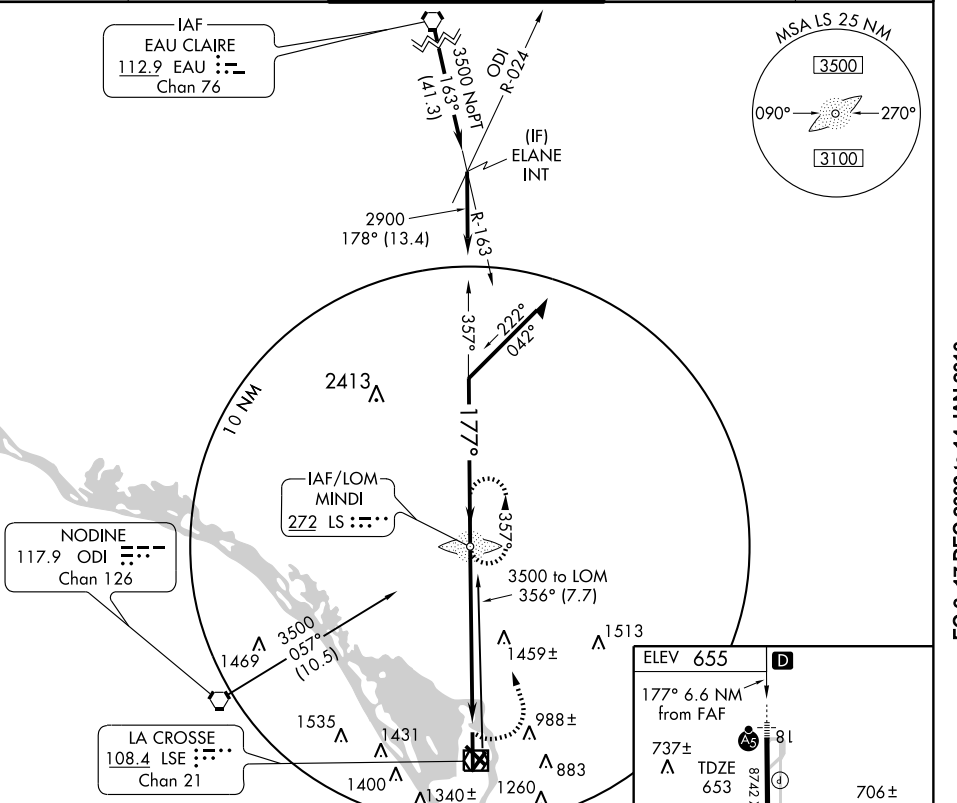
EC-3.17 DEC 2009 to 14 JAN 2010

When local altimeter not received, use Winona altimeter setting and increase all MDA 60 feet. Inoperative table does not apply to S-18 Cat. A.

MALSR

MISSED APPROACH: Climbing left turn to 3500 direct MINDI LOM and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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			6.6 NM				695 A		HIRL all Rwys ①	
CATEGORY	A	B	C	D	REIL Rwys 13 and 36 ①					
S-18	1800-1¼	1147 (1200-1¼)	1800-2½ 1147 (1200-2½)	1800-2¾ 1147 (1200-2¾)						
CIRCLING	1800-1¼ 1145 (1200-1¼)	1800-1½ 1145 (1200-1½)	1800-3 1145 (1200-3)	FAF to MAP 6.6 NM						
				Knots	60	90	120	150	180	
				Min:Sec	6:36	4:24	3:18	2:38	2:12	

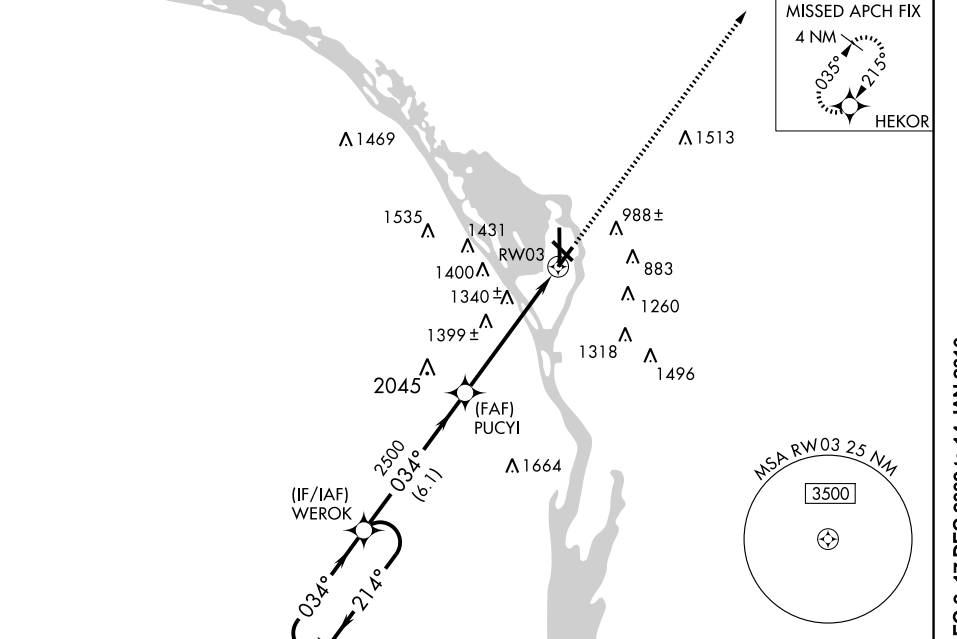
▼

▲

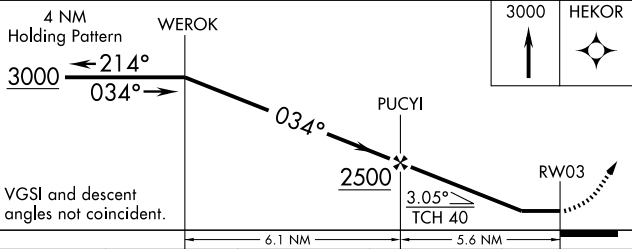
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct HEKOR and hold.

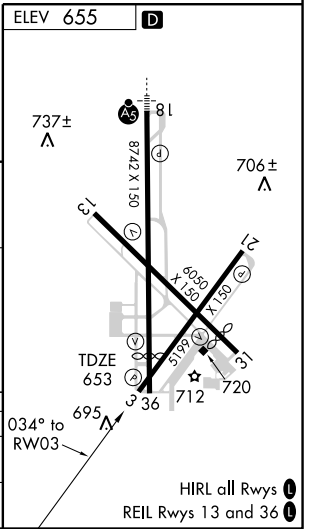
ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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Procedure NA for arrivals at FALAR via V246 Southbound.



CATEGORY	A	B	C	D
LNAV MDA	1660-1¼ 1007 (1100-1¼)	1660-1½ 1007 (1100-1½)	1660-3 1007 (1100-3)	
CIRCLING	1660-1¼ 1005 (1100-1¼)	1660-1½ 1005 (1100-1½)	1660-3 1005 (1100-3)	1780-3 1125 (1200-3)



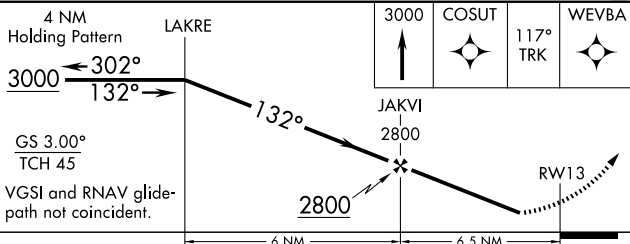
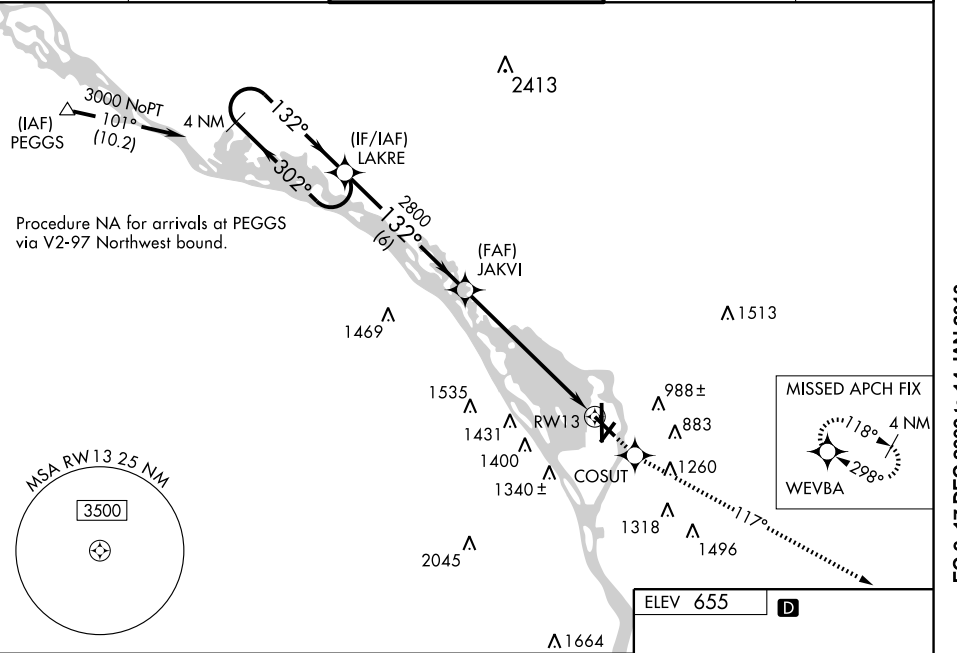
EC-3, 17 DEC 2009 to 14 JAN 2010

WAAS CH 56509 W13A	APP CRS 132°	Rwy Idg TDZE Apt Elev	5300 655 655
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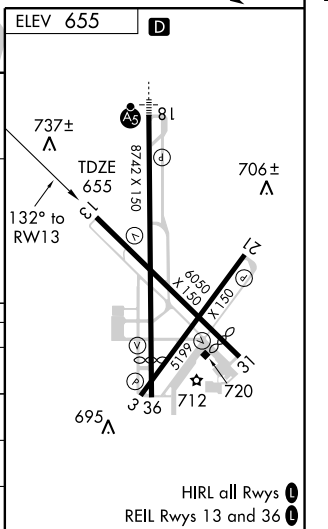
Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase LPV all Cats. DA 53 feet, increase LNAV/VNAV all Cats. DA 84 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats., increase all MDA 60 feet, increase LNAV Cats. C/D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct COSUT and via 117° track to WEVBA and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	957-1		302 (400-1)	
LNAV/VNAV DA	1019-1¼		364 (400-1¼)	
LNAV MDA	1140-1	485 (500-1)	1140-1¼ 485 (500-1¼)	1140-1½ 485 (500-1½)
CIRCLING	1140-1	485 (500-1)	1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)



EC-3. 17 DEC 2009 to 14 JAN 2010

WAAS CH 72809 W18A	APP CRS 177°	Rwy Idg TDZE 653 Apt Elev 655
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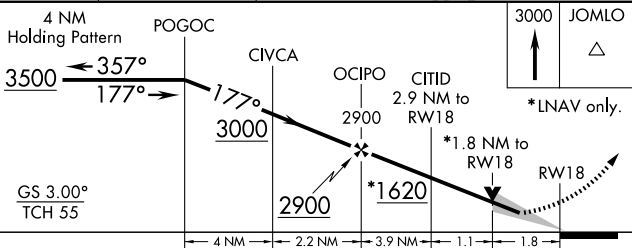
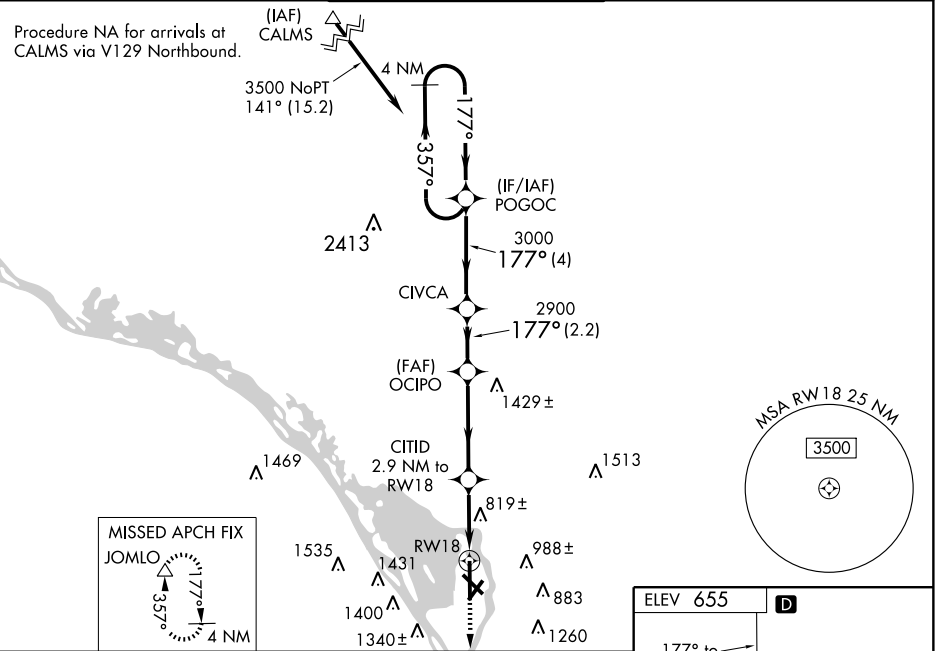
RNAV (GPS) RWY 18
LA CROSSE MUNI (LSE)

Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winona altimeter setting and increase all DA 53 feet, increase LNAV/VNAV all Cats. visibility ¼ mile, increase all MDA 60 feet and Circling Cat. C visibility ¼ mile. For inoperative MALS, increase LPV all Cats. visibility ½ mile. LNAV minimums NA with Winona altimeter setting.

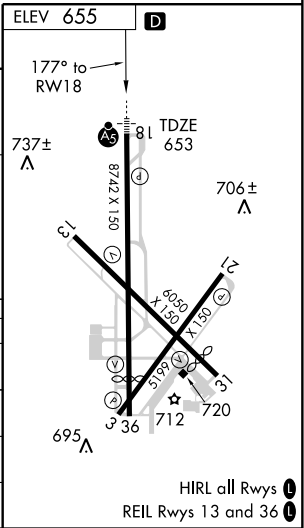
MALS

MISSED APPROACH:
Climb to 3000 direct JOMLO and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	925-1½ 272 (300-½)			
LNAV/VNAV DA	1204-1½ 551 (600-1½)			
LNAV MDA	1360-½ 707 (800-½)	1360-1½ 707 (800-1¾)	1360-1¾ 707 (800-1¾)	
CIRCLING	1360-1 705 (800-1)	1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)	



APP CRS 297°	Rwy Idg TDZE Apt Elev	5300 654 655
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RNAV (GPS) RWY 31
LA CROSSE MUNI (LSE)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Winona altimeter setting and increase all MDA to 60 feet.

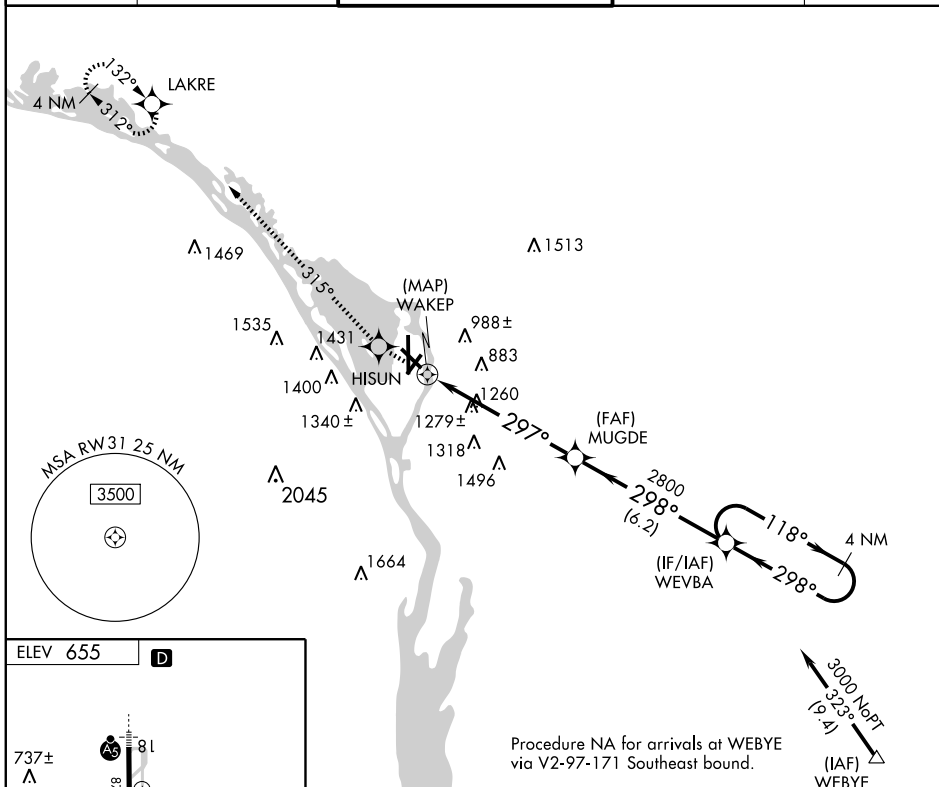
MISSED APPROACH: Climb to 3000
direct HISUN and via 315° track to
LAKRE and hold

ATIS
124.95

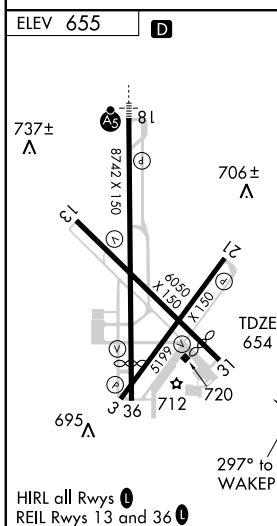
MINNEAPOLIS CENTER
128.6 363.0

LA CROSSE TOWER ★
118.45 (CTAF) 251.075

GND CON
121.8

UNICOM
122.95

Procedure NA for arrivals at WEBYE
via V2-97-171 Southeast bound.



3000 ↑		HISUN ✦		315° TRK ✦		LAKRE ✦		WEVBA 4 NM Holding Pattern 118° → ← 298° 3000	
2.2 NM to RW31 WAKEP 0.4 1.8		MUGDE 297° 3.04° TCH 59		2800		298°		VGSI and descent angles not coincident.	
0.4 1.8		4.3 NM		6.2 NM					
CATEGORY		A		B		C		D	
LNAV MDA		1640-1¼ 986 (1000-1¼)		1640-1½ 986 (1000-1½)		1640-3		986 (1000-3)	
CIRCLING		1640-1¼ 985 (1000-1¼)		1640-1½ 985 (1000-1½)		1640-3 985 (1000-3)		1780-3 1125 (1200-3)	

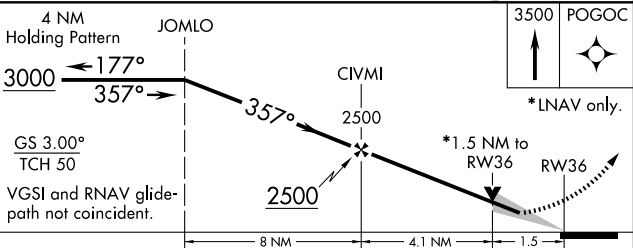
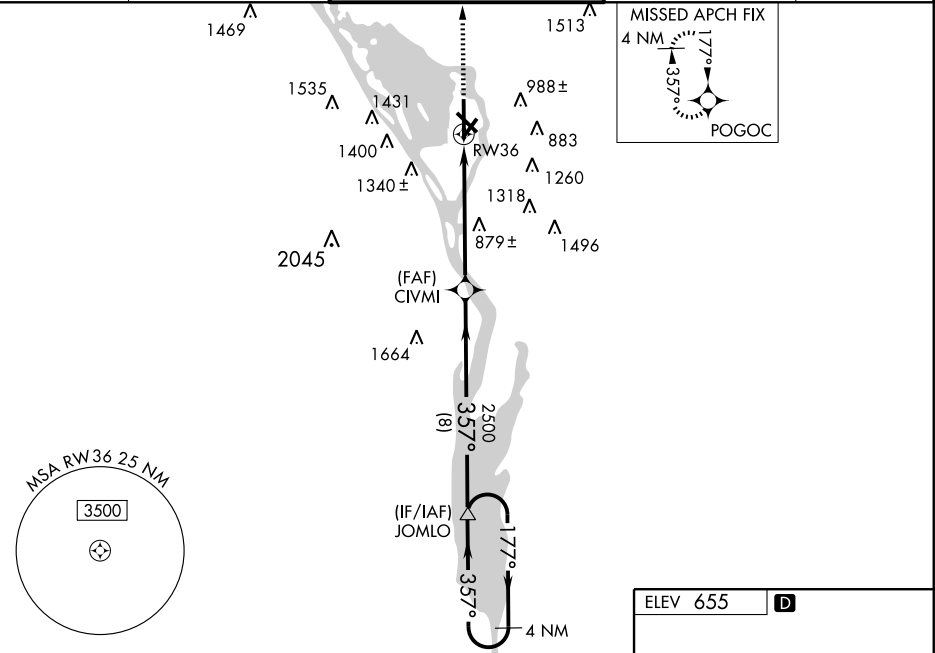
WAAS CH 86509 W36A	APP CRS 357°	Rwy Idg TDZE 653 Apt Elev 655
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RNAV (GPS) RWY 36
LA CROSSE MUNI (LSE)

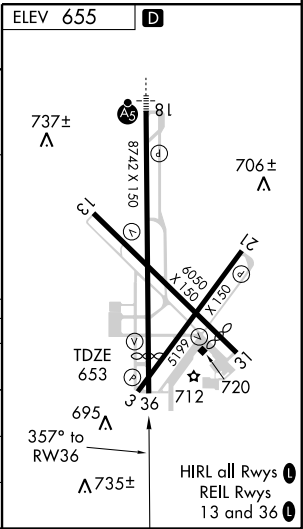
▼
▲
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Winona altimeter setting. When local altimeter setting not received, use Winona altimeter setting and increase all DA 53 feet, increase LPV all Cats. visibility ¼ mile and LNAV/VNAV all Cats. visibility ¼ mile, increase all MDA 60 feet and LNAV Cats. C/D visibility ¼ mile and Circling Cat. C visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct
POGOC and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	953-1 300 (300-1)			
LNAV/VNAV DA	1203-2 550 (600-2)			
LNAV MDA	1140-1 487 (500-1)	1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)	
CIRCLING	1140-1 485 (500-1)	1440-2¼ 785 (800-2¼)	1780-3	1125 (1200-3)



VOR/DME LSE 108.4 Chan 21	APP CRS 139°	Rwy Idg 5300 TDZE 655 Apt Elev 655
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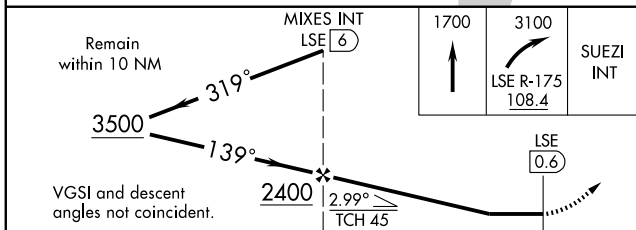
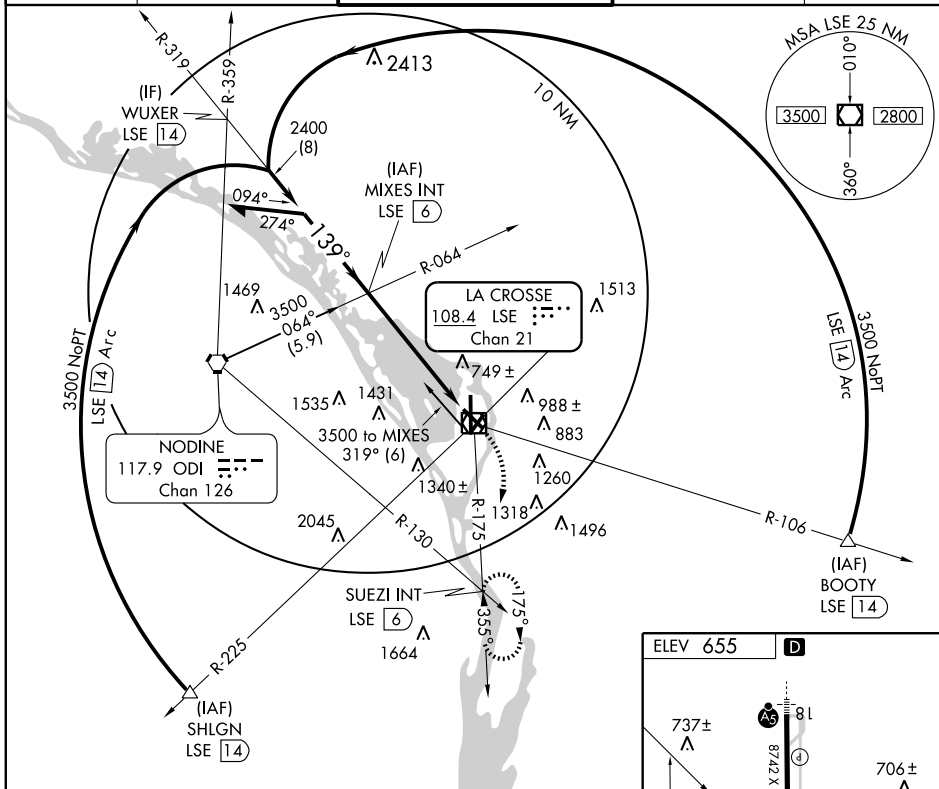
VOR RWY 13

LA CROSSE MUNI (LSE)

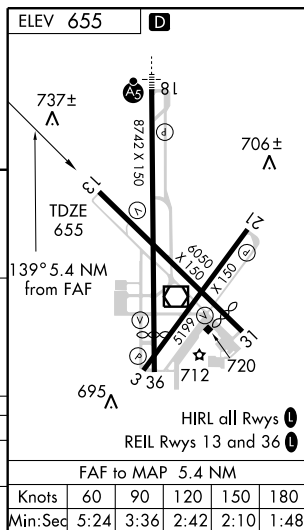
T Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet, increase S-13 Cat. C and D visibility $\frac{1}{4}$ mile, increase Circling Cat. C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 via LSE VOR/DME R-175 to SUEZI Int/LSE 6 DME and hold, continue climb-in-hold to 3100.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-13	1120-1 465 (500-1)		1120-1 $\frac{1}{4}$ 465 (500-1 $\frac{1}{4}$)	1120-1 $\frac{1}{2}$ 465 (500-1 $\frac{1}{2}$)
CIRCLING	1180-1 525 (600-1)		1440-2 $\frac{1}{4}$ 785 (800-2 $\frac{1}{4}$)	1780-3 1125 (1200-3)



VOR/DME LSE 108.4 Chan 21	APP CRS 005°	Rwy Idg 7611 TDZE 653 Apt Elev 655
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VOR RWY 36
LA CROSSE MUNI (LSE)

T Visibility reduction by helicopters NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet. Increase S-36 Cat. D and Circling Cat. C visibility $\frac{1}{4}$ mile.

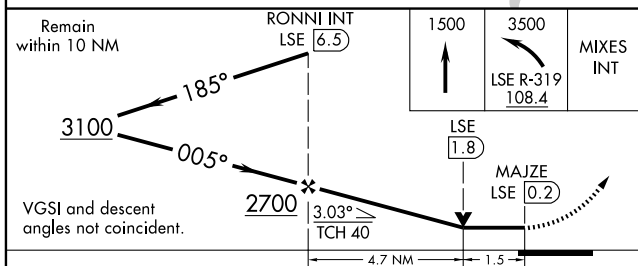
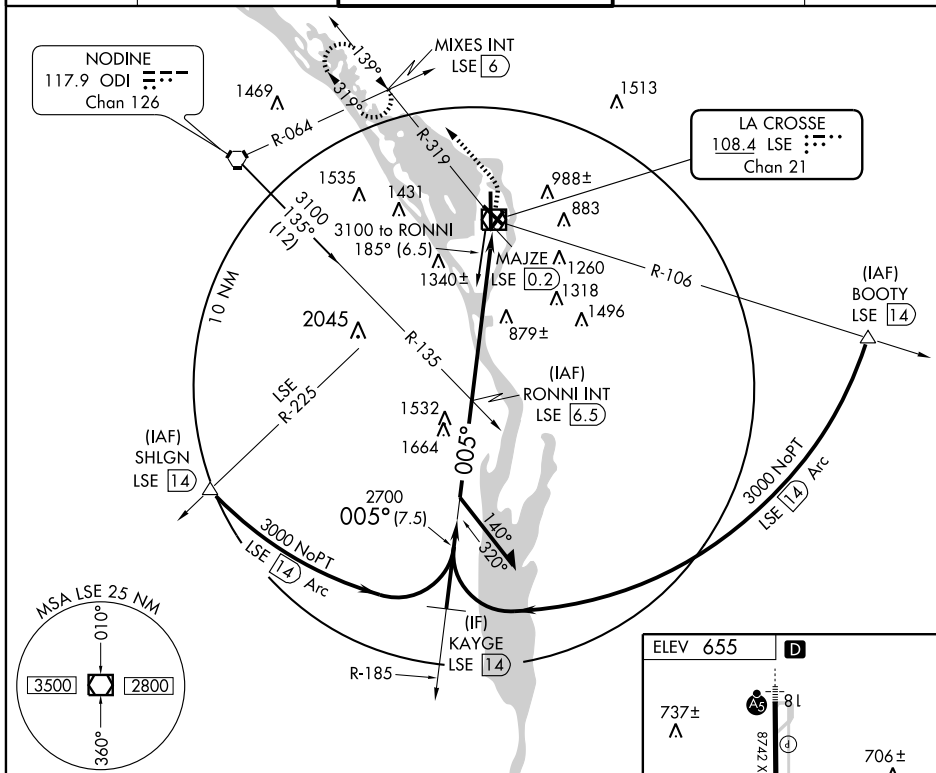
MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 via LSE R-319 to MIXES Int/LSE 6 DME and hold, continue climb-in-hold to 3500.

ATIS
124.95

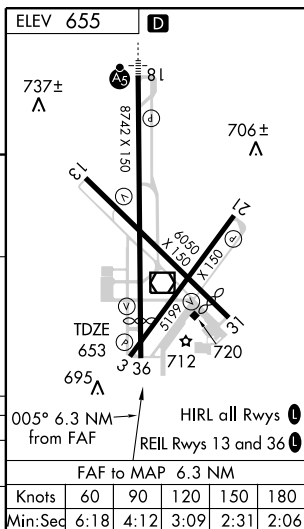
MINNEAPOLIS CENTER
128.6 363.0

LA CROSSE TOWER ★
118.45 (CTAF) 251.075

GND CON
121.8

UNICOM
122.95

CATEGORY	A	B	C	D
S-36	1160-1	507 (600-1)	1160-1½	507 (600-1½)
CIRCLING	1160-1	505 (600-1)	1440-2¼ 785 (800-2¼)	1780-3 1125 (1200-3)



APP CRS	Rwy Idg	3000
040°	TDZE	649
	Apt Elev	649

▽

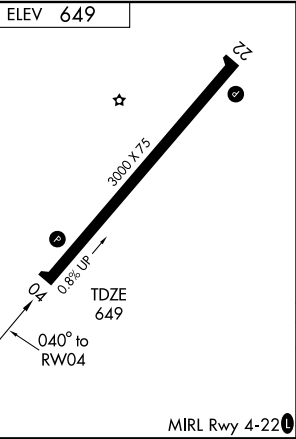
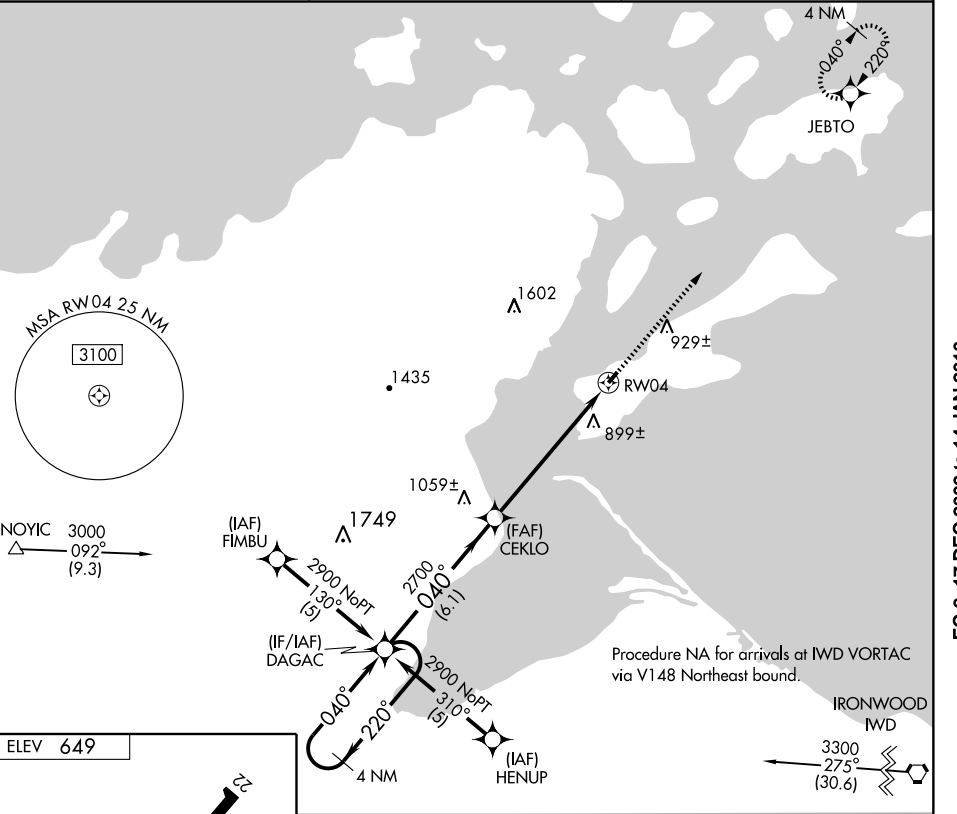
△

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ashland altimeter setting; when not received, use Superior altimeter setting and increase all MDAs 80 feet and LNAV Cat. C visibility ½ mile, Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct JEBTO and hold.

ASHLAND ASOS 126.775	MINNEAPOLIS APP CON 133.55	CTAF 122.9
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4 NM Holding Pattern		DAGAC		2900	JEBTO
2900		220°		040°	
VGSI and descent angles not coincident.		CEKLO		040°	
		2700		3.05°	
		6.1 NM		6.3 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1240-1	591 (600-1)	1240-1½ 591 (600-1½)	NA	
CIRCLING	1240-1	591 (600-1)	1280-1¾ 631 (700-1¾)	NA	

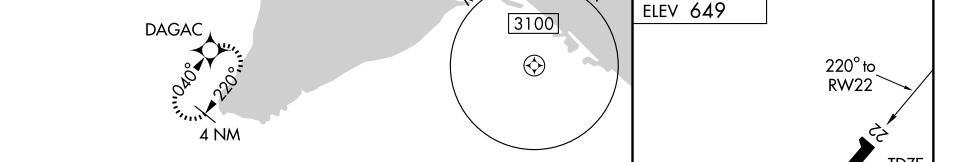
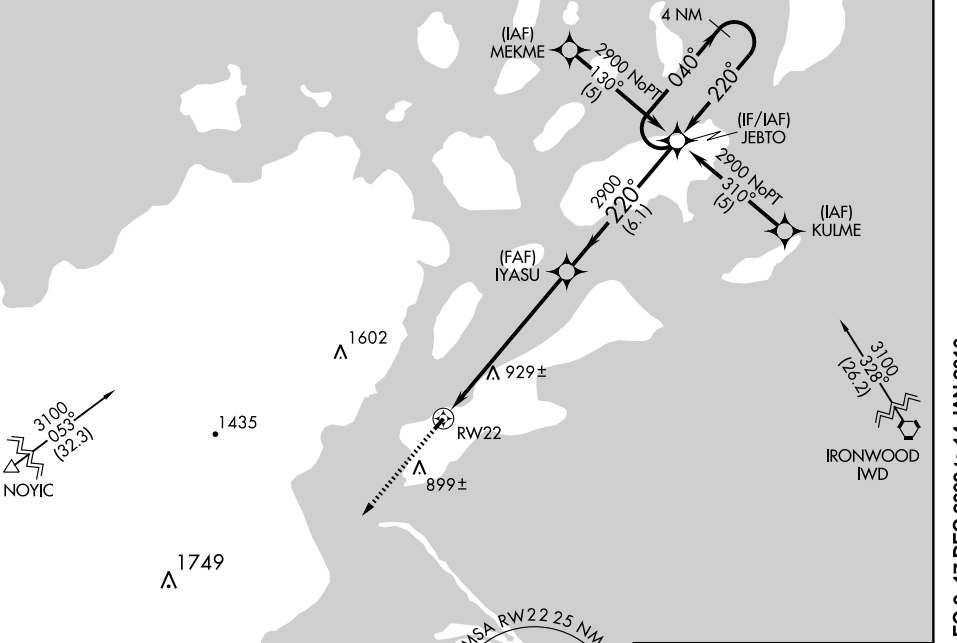
▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ashland altimeter setting; when not received, use Superior altimeter setting and increase all MDAs 80 feet and LNAV and Cat. C Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct DAGAC and hold.

ASHLAND ASOS 126.775	MINNEAPOLIS APP CON 133.55	CTAF 122.9
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2900	DAGAC	VGSI and descent angles not coincident.	4 NM Holding Pattern	
↑	✱			
RWY 22	IYASU	JEBTO		
2900	2900	2900		
6.8 NM	6.1 NM			
CATEGORY	A	B	C	D
LNAV MDA	1300-1	651 (700-1)	1300-1¾ 651 (700-1¾)	NA
CIRCLING	1300-1	651 (700-1)	1300-1¾ 651 (700-1¾)	NA

▼

▲ NA

Use Eau Claire altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct RCX NDB and hold.

AWOS-3

118.125

GREEN BAY RADIO

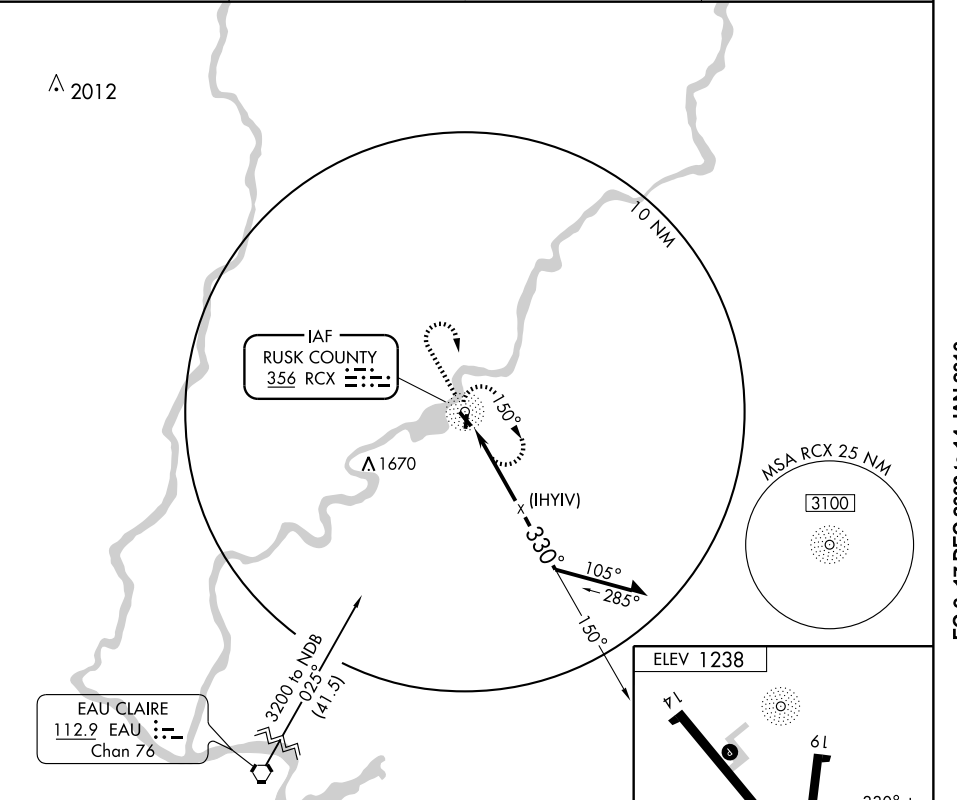
122.3

GCO

121.725

UNICOM

122.8 (CTAF) 1



3000

↑

RCX

356

NDB

150°

330°

3000

4 NM

Remain within 10 NM

(IHYIV)

CATEGORY	A	B	C	D
S-32	1940-1	709 (800-1)	1940-2 709 (800-2)	NA
CIRCLING	1940-1	702 (800-1)	1940-2 702 (800-2)	NA

ELEV 1238

14

61

32

TDZE 1231

330° to RCX NDB

4000 X 75

3200 X 75

0.5% UP

REIL Rwy 14 and 32 1

MIRL Rwy 14-32 and 1-19 1

Knots

60

90

120

150

180

Min:Sec

▼

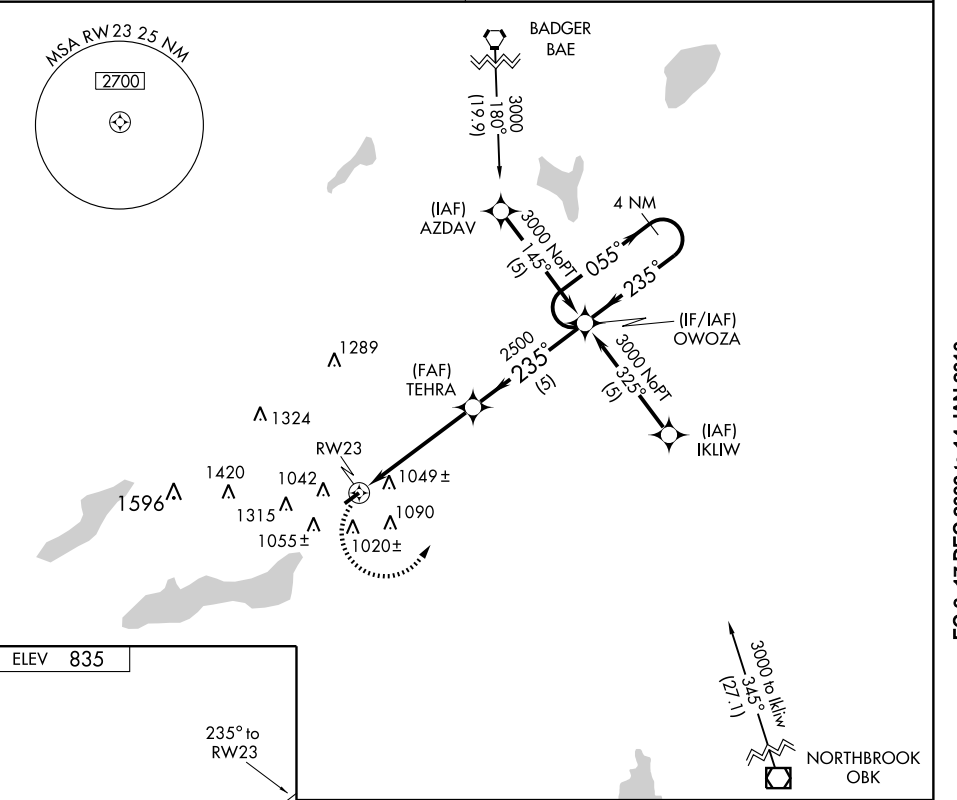
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Use Kenosha altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct OWOZA WP and hold.

MILWAUKEE APP CON
120.15

UNICOM
122.8 (CTAF)



ELEV 835

235° to RW23

TDZE 835

3830 x 75

	3000	OWOZA		
		<div></div>		
			TEHRA	OWOZA
			2500	4 NM Holding Pattern
			235°	055° → 3000
			← 235°	
			5.1 NM	5 NM
			3.00° TCH 40'	
CATEGORY	A	B	C	D
LNAV MDA	1360-1	525 (600-1)	1360-1½ 525 (600-1½)	NA
CIRCLING	1500-1 665 (700-1)	1520-1 685 (700-1)	1520-2 685 (700-2)	NA

MIRL Rwy 5-23

EC-3.17 DEC 2009 to 14 JAN 2010

NDB LNL	APP CRS	Rwy Idg	3800 (day) 3600 (night)
<u>396</u>	150°	TDZE	1704
		Apt Elev	1704

NDB RWY 14

LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

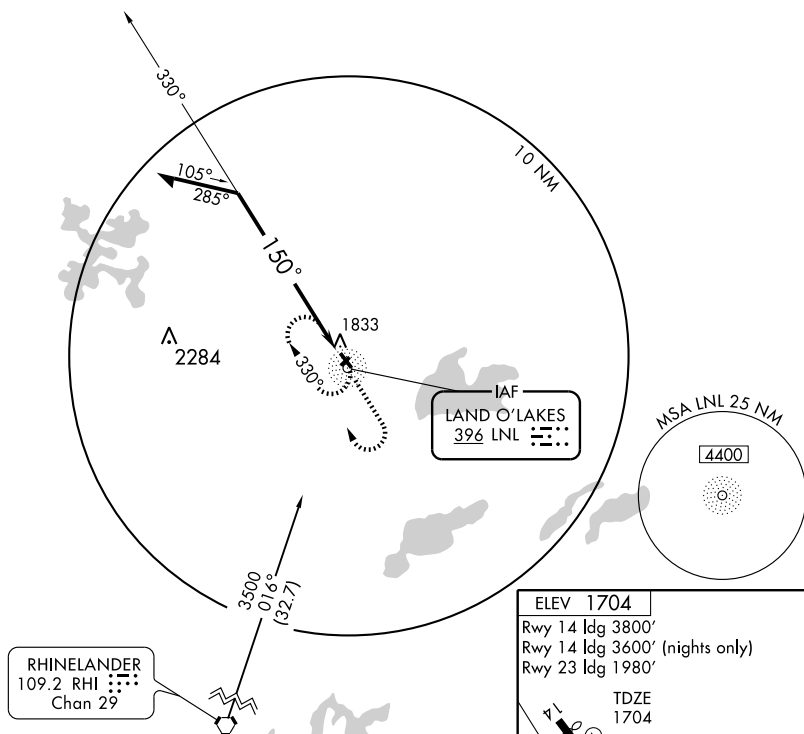


A NA

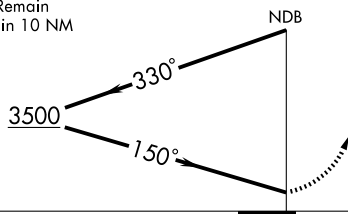
If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet. Circling to Rwy's 5, 23, and 32 not authorized at night.

MISSED APPROACH: Climb to 3500, then right turn direct LNL NDB and hold.

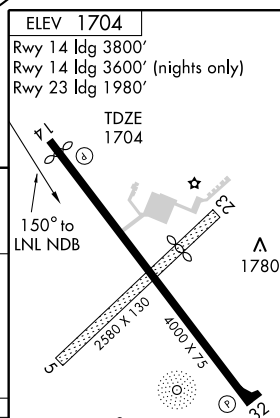
AWOS-3 119.525	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) 0
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Remain
within 10 NM



CATEGORY	A	B	C	D
S-14	2320-1	616 (700-1)	2320-1 ³⁴ 616 (700-1 ³⁴)	NA
CIRCLING	2320-1	616 (700-1)	2320-1 ³⁴ 616 (700-1 ³⁴)	NA



REIL Rwy 14 **L**
MIRL Rwy 14-32 **L**

Knots	60	90	120	150	180
Min:Sec					

NDB RWY 32

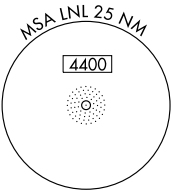
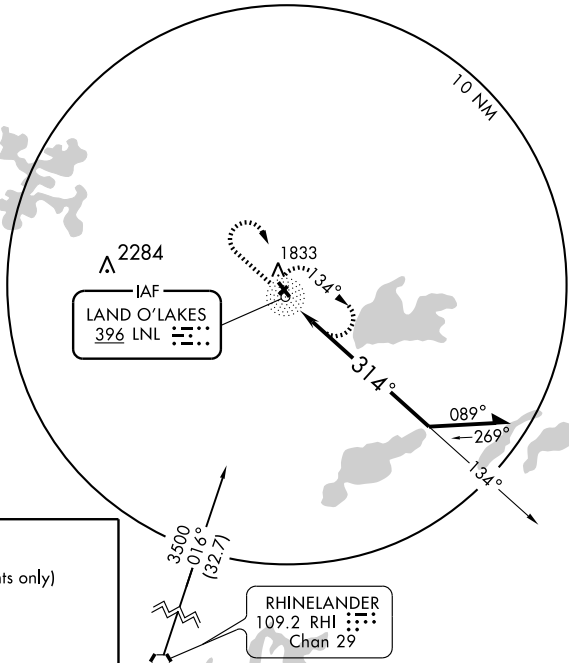
LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

NDB LNL	APP CRS	Rwy Idg	4000
396	314°	TDZE	1704
		Apt Elev	1704

If local altimeter setting not received, use Eagle River
Union altimeter setting and increase all MDAs 40 feet.
Straight-in minimums not authorized at night.
Circling to Rwy 5, 23, and 32 not authorized at night.

MISSED APPROACH: Climb to 3500, then
right turn direct LNL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
119.525	133.65 281.5	121.725	122.8 (CTAF) 0



ELEV 1704

Rwy 14 Idg 3800'

Rwy 14 Idg 3600' (nights only)

Rwy 23 Idg 1980'

Knots

60

90

120

150

180

Min:Sec

	3500	LNL	NDB	Remain within 10 NM
	↑	396	134°	3500
			314°	
CATEGORY	A	B	C	D
S-32	2520-1 816 (900-1)	2520-1¼ 816 (900-1¼)	2520-2½ 816 (900-2½)	NA
CIRCLING	2520-1 816 (900-1)	2520-1¼ 816 (900-1¼)	2520-2½ 816 (900-2½)	NA

APP CRS	Rwy Idg	3800 (day)
145°	TDZE	3600 (night)
	Apt Elev	1704
		1704

RNAV (GPS) RWY14

LAND O'LAKES/ KINGS LAND O'LAKES (LNL)

▼ If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet.

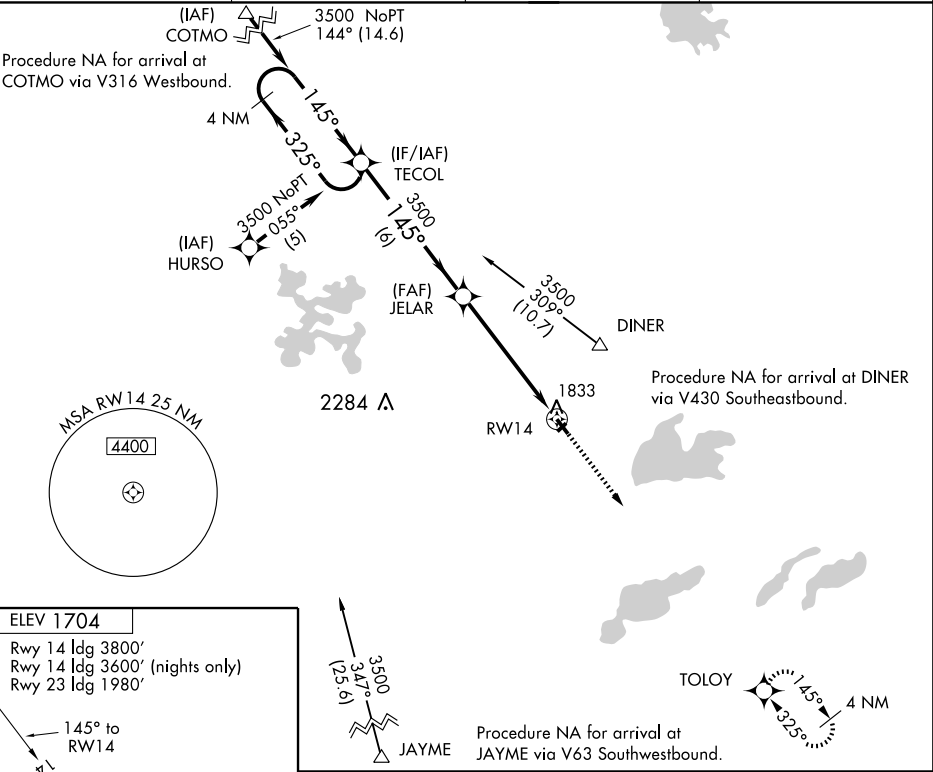
▲ VDP NA with Eagle River Union altimeter setting.

Circling to Rwy 5, 23 and 32 NA at night.

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 direct TOLOY and hold.

AWOS-3 119.525	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 1704

Rwy 14 ldg 3800'

Rwy 14 ldg 3600' (nights only)

Rwy 23 ldg 1980'

145° to RWY14

TDZE 1704

32

1780 **▲**

2580 X 130

4000 X 75

32

REIL Rwy 14 **0**

MRL Rwy 14-32 **0**

<div>4 NM Holding Pattern</div>				<div>3500 ↑</div>	<div>TOLOY ✦</div>
<div><div>TECOL</div><div>JELAR</div></div>					
<div><div>3500 ← 325°</div><div>145° →</div><div>145° →</div><div>3500</div></div> <div>VGSI and descent angles not coincident</div>				<div><div>1.1 NM to RW14</div><div>RW14</div></div>	
<div><div>6 NM</div><div>3.00°</div><div>TCH 35</div></div>				<div><div>4.4 NM</div><div>1.1</div></div>	
CATEGORY	A	B	C	D	
LNAV MDA	2220-1 516 (600-1)		2220-1½ 516 (600-1½)	NA	
CIRCLING	2220-1 516 (600-1)	2240-1 536 (600-1)	2240-1½ 536 (600-1½)	NA	

EC-3. 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4000
325°	TDZE	1704
	Apt Elev	1704

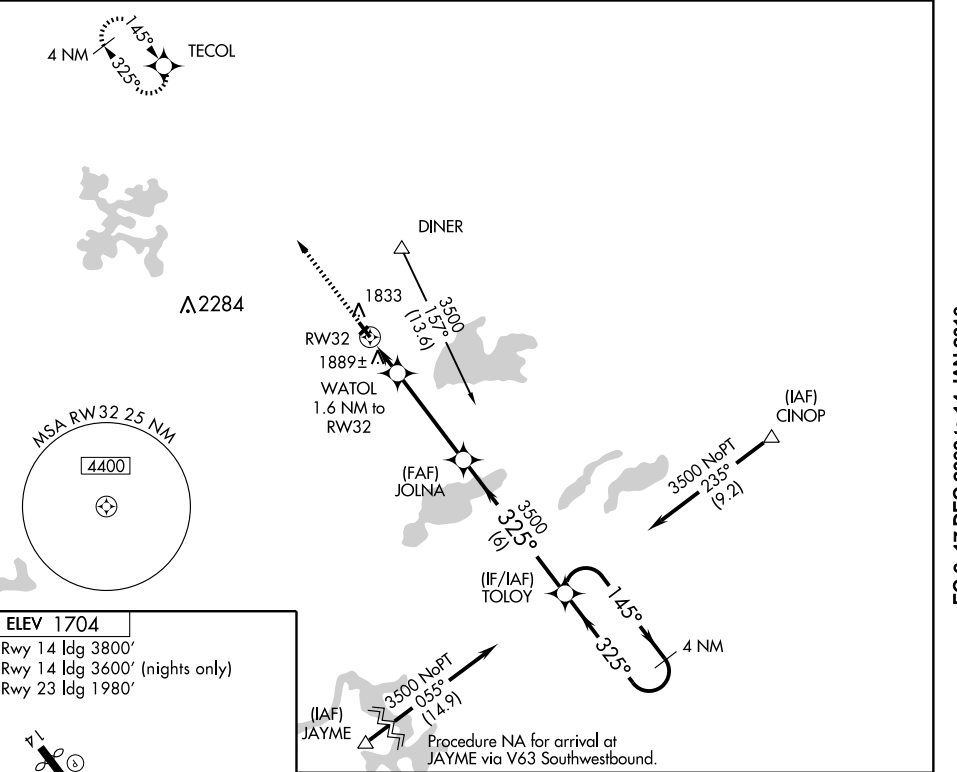
▼

▲

If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet. Straight-in minimums NA at night. Circling to Rwy's 5, 23, and 32 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TECOL and hold.

AWOS-3 119.525	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) ①
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ELEV 1704

Rwy 14 Idg 3800'
Rwy 14 Idg 3600' (nights only)
Rwy 23 Idg 1980'

REIL Rwy 14 ①
MIRL Rwy 14-32 ①

CATEGORY	A		B		C	D
	2140-1		436 (500-1)		2140-1¼ 436 (500-1¼)	NA
	2200-1		2240-1		2240-1½	NA
	496 (500-1)		536 (600-1)		536 (600-1½)	

EC-3.17 DEC 2009 to 14 JAN 2010

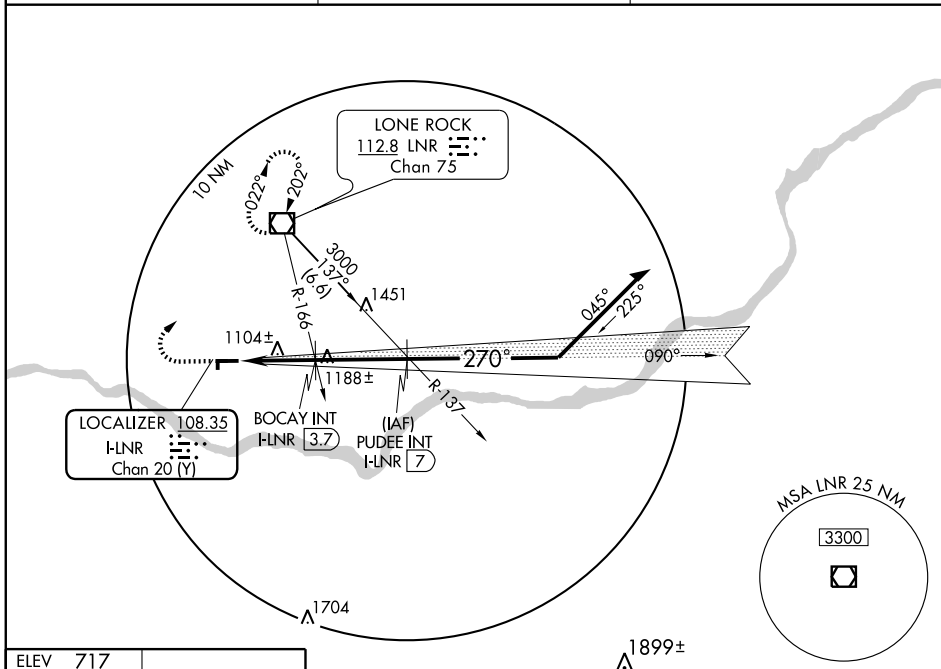
LOC/DME I-LNR 108.35 Chan 20 (Y)	APP CRS 270°	Rwy Idg TDZE 717 Apt Elev 717
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LOC RWY 27

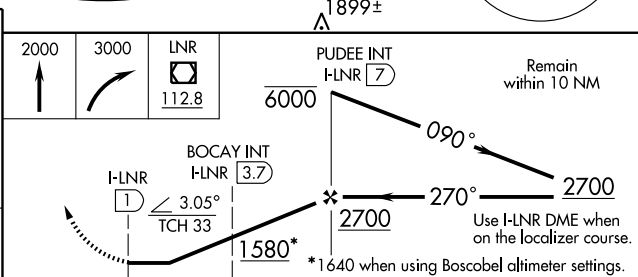
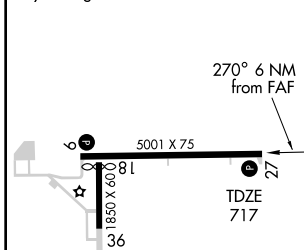
LONE ROCK/TRI-COUNTY RGNL (LNR)

<p>▲ If local altimeter setting not received, use Boscobel altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct LNR VOR/DME and hold.</p>
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<p>ASOS 119.425</p>	<p>MADISON APP CON ★ 135.45 343.7</p>	<p>UNICOM 123.0 (CTAF) 0</p>
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ELEV 717
Rwy 18 Idg 1720'



CATEGORY	A	B	C	D
S-27	1580-1 863 (900-1)	1580-1¼ 863 (900-1¼)	1580-2½ 863 (900-2½)	NA
CIRCLING	1580-1 863 (900-1)	1580-1¼ 863 (900-1¼)	1580-2½ 863 (900-2½)	NA
BOCAV FIX MINIMUMS				
S-27	1360-1 643 (700-1)	1360-1¾ 643 (700-1¾)	1360-2¼ 643 (700-2¼)	NA
CIRCLING	1500-1 783 (800-1)	1500-1¼ 783 (800-1¼)	1500-2¼ 783 (800-2¼)	NA

MIRL Rwy 9-27 and 18-36 0
FAF to MAP 6 NM
Knots 60 90 120 150 180
Min:Sec 6:00 4:00 3:00 2:24 2:00

WAAS CH 78206 W09A	APP CRS 090°	Rwy ldg TDZE Apt Elev	5001 717 717
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RNAV (GPS) RWY 9

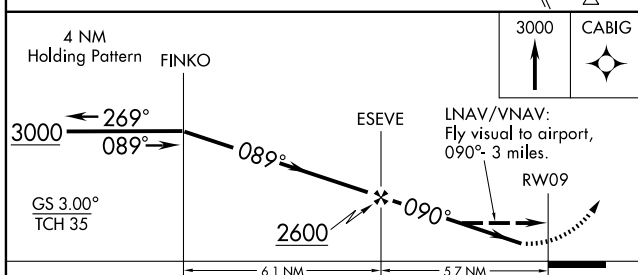
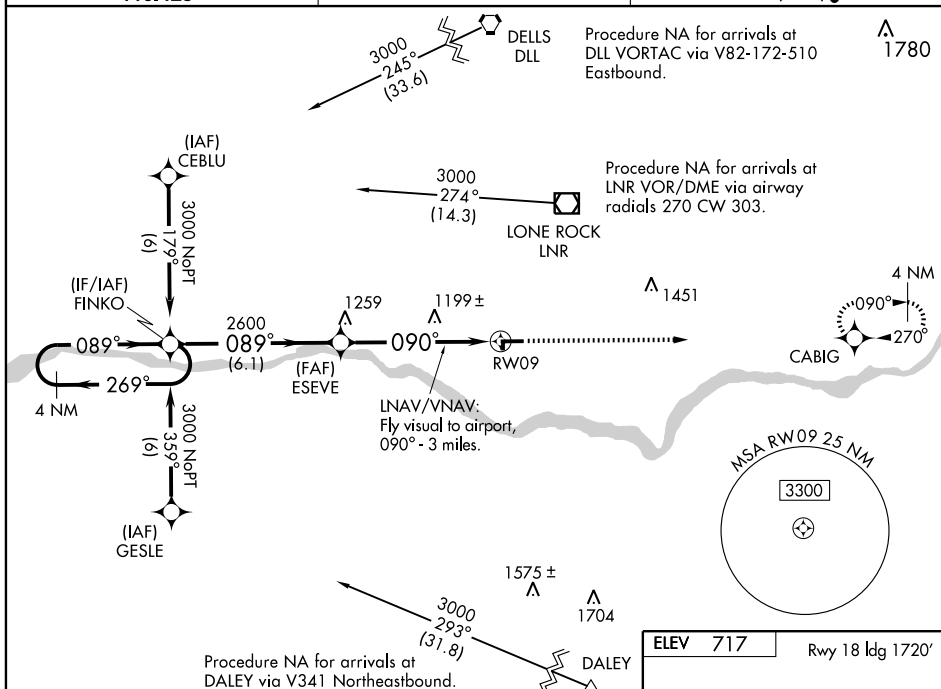
LONE ROCK/ TRI-COUNTY RGNL (LNR)

Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

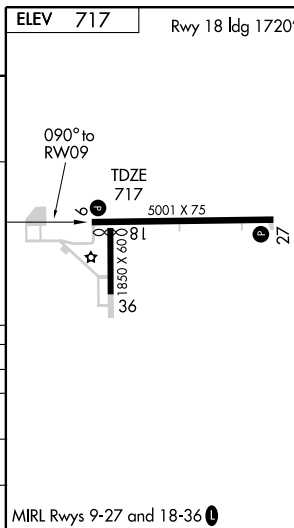
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Boscobel altimeter setting and increase all DAs/MDAs 60 feet, and all visibilities ¼ mile. Baro-VNAV NA when using Boscobel altimeter setting.

MISSED APPROACH: Climb to 3000 direct CABIG and hold.

ASOS 119.425	MADISON APP CON ★ 135.45 343.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	994-1 277 (300-1)			NA
LNAV/VNAV DA	1659-2 942 (1000-2)		1659-2 ¾ 942 (1000-2 ¾)	NA
LNAV MDA	1460-1 743 (800-1)	1460-1 ¼ 743 (800-1 ¼)	1460-2 ¼ 743 (800-2 ¼)	NA
CIRCLING	1520-1 803 (900-1)	1520-1 ¼ 803 (900-1 ¼)	1520-2 ¼ 803 (900-2 ¼)	NA



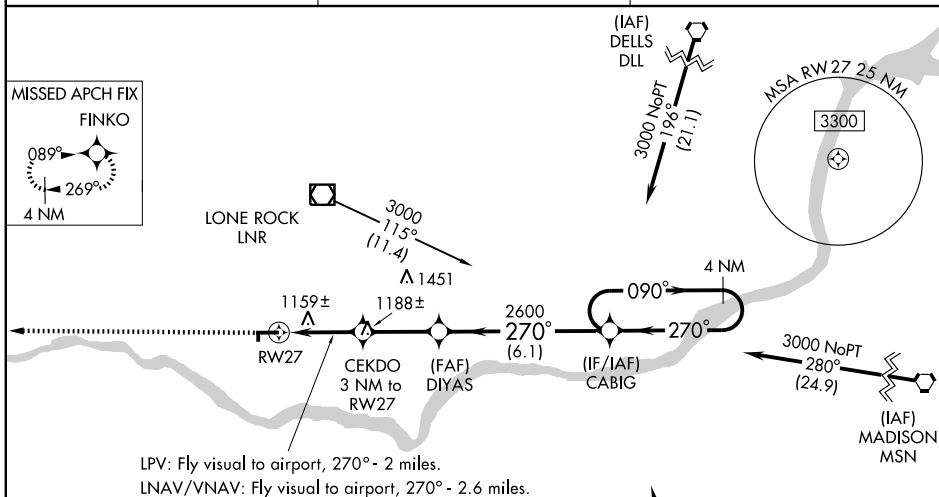
WAAS CH 69506 W27A	APP CRS 270°	Rwy Idg TDZE Apt Elev	5001 717 717
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RNAV (GPS) RWY 27

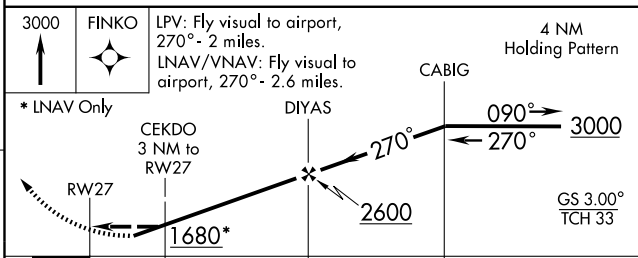
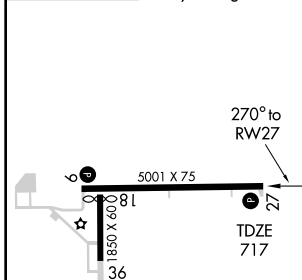
LONE ROCK/ TRI-COUNTY RGNL (LNR)

<p>Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Boscombel altimeter setting and increase all DAs/MDAs 60 feet, and all visibilities ¼ mile. Baro-VNAV NA when using Boscombel altimeter setting.</p>	MISSED APPROACH: Climb to 3000 direct FINKO and hold.
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ASOS 119.425	MADISON APP CON ★ 135.45 343.7	UNICOM 123.0 (CTAF) 0
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ELEV 717	Rwy 18 Idg 1720'
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CATEGORY	A	B	C	D
LPV DA	1375-2 658 (700-2)			NA
LNAV/VNAV DA	1584-2	867 (900-2)	1584-2½ 867 (900-2½)	NA
LNAV MDA	1420-1	703 (800-1)	1420-2 703 (800-2)	NA
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

VOR/DME LNR 112.8 Chan 75	APP CRS 203°	Rwy Idg TDZE Apt Elev	N/A N/A 717
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VOR-A

LONE ROCK/ TRI-COUNTY RGNL (LNR)

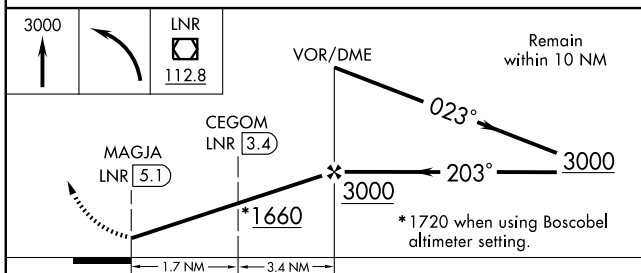
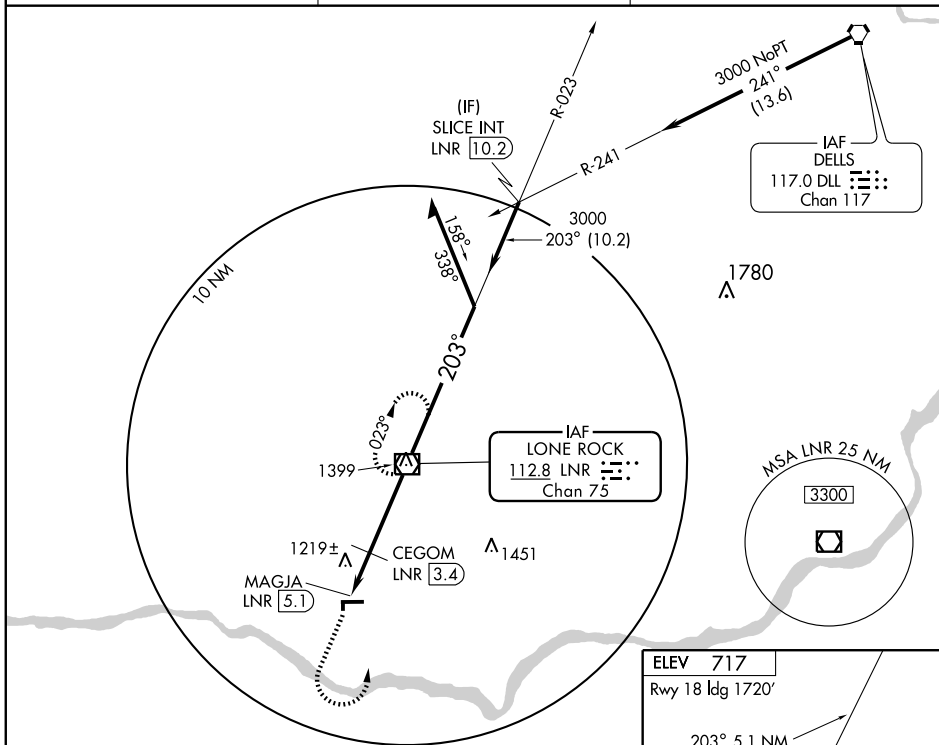
T When local altimeter setting not received, use Boscobel
A altimeter setting and increase all MDAs 60 feet, and all
visibilities $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 then left turn direct LNR VOR/DME and hold.

ASOS
119,425

MADISON APP CON ★
135.45 343.7

UNICOM
123.0 (CTAF) **L**

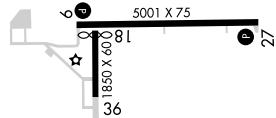


CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 943 (1000-1¼)		1660-2¾ 943 (1000-2¾)	NA
CEGOM FIX MINIMUMS				
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

ELEV	717
Rwy 18 Idg	1720'

Rwy 18 Idg 1720'

203° 5.1 N
from FAF

MIRL Rwyys 9-27 and 18-36 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

VORTAC MSN 108.6 Chan 23	APP CRS 106°	Rwy Idg TDZE Apt Elev	N/A N/A 920
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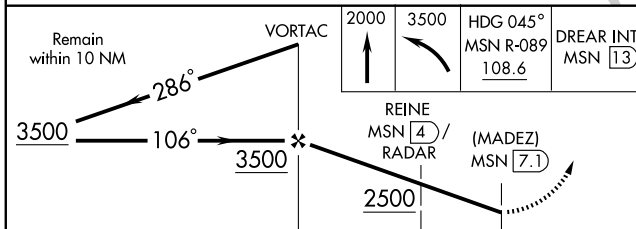
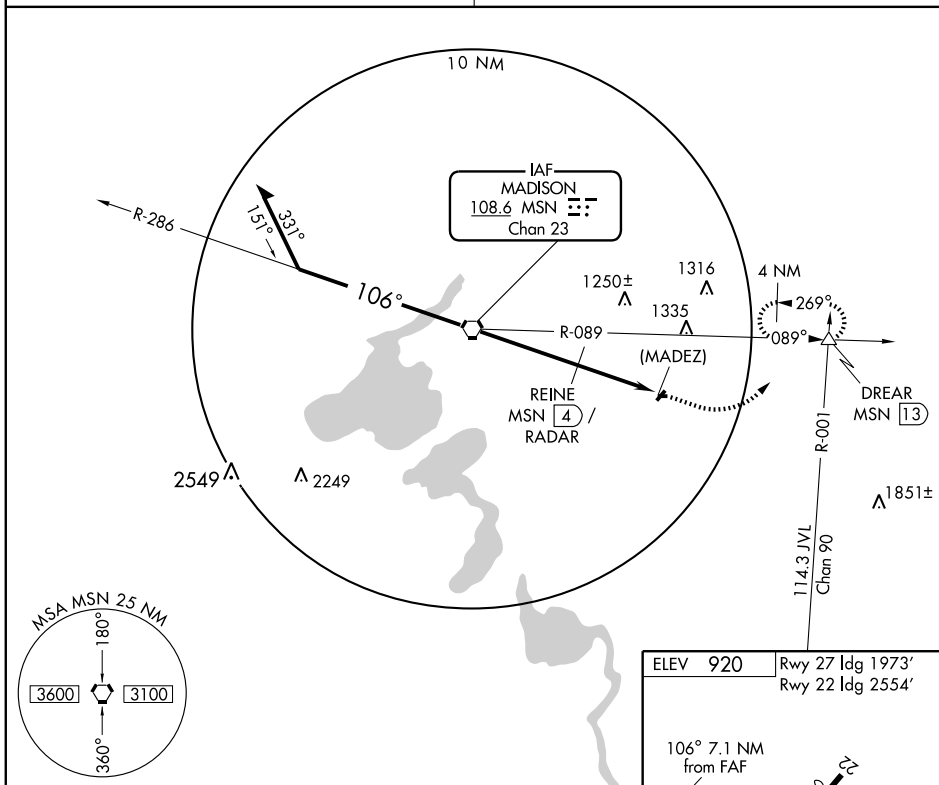
VOR or GPS-A
MADISON/BLACKHAWK AIRFIELD (87Y)

T
A NA Use Madison Dane County altimeter setting.
No Procedure Turn for arrivals on MSN VORTAC
radials 231 clockwise 351.

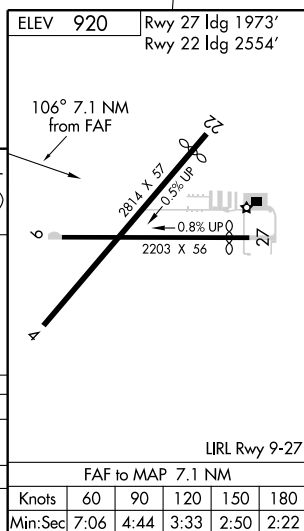
MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 via heading 045° and MSN R-089 to DREAR Int/MSN 13 DME and hold.

MADISON APP CON ★
120.1 343.7

UNICOM
122.7 (CTAF)



		← 4 NM →		← 3.1 NM →			
CATEGORY	A		B		C		D
CIRCLING	2500-1¼ 1580 (1600-1¼)		2500-1½ 1580 (1600-1½)		NA		
REINE FIX MINIMUMS							
CIRCLING	1460-1 540 (600-1)		1520-1 600 (600-1)		NA		

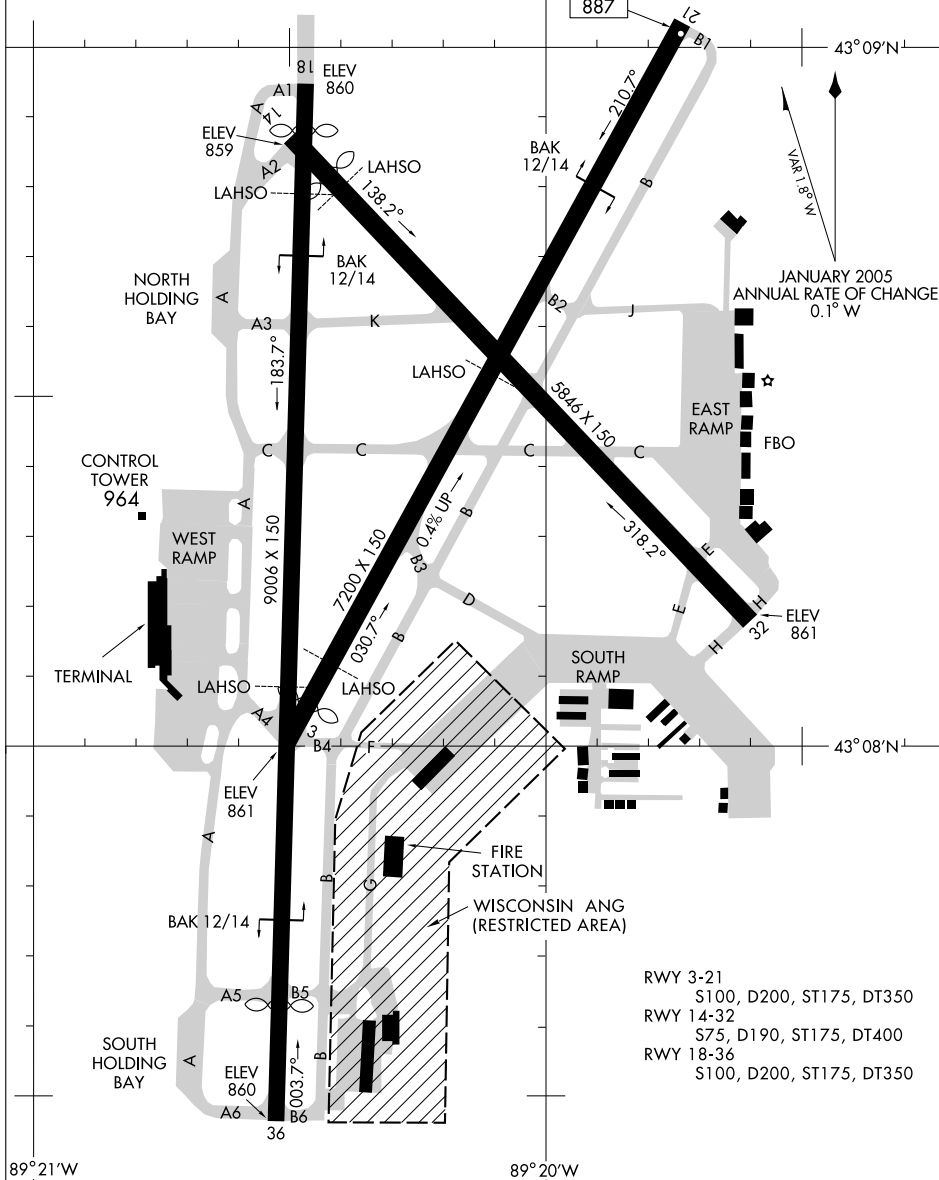


AIRPORT DIAGRAM

MADISON/DANE COUNTY RGNL TRUXAX FIELD (MSN)
AL-245 (FAA) MADISON, WISCONSIN

ATIS
124.65 278.3
MADISON TOWER*
119.3 257.8
GND CON
121.9 348.6
CLNC DEL
121.62

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



RWY 3-21
S100, D200, ST175, DT350
RWY 14-32
S75, D190, ST175, DT400
RWY 18-36
S100, D200, ST175, DT350

VORTAC MSN
108.6
Chan 23

APCH CRS
173°

Rwy ldg 9006
TDZE 860
Arpt Elev 887

JAL-245 [USAF]

MADISON/ DANE COUNTY REGIONAL-TRUAX FIELD (KMSN)



MISSED APPROACH: Climbing left turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

ATIS
124.65 278.3

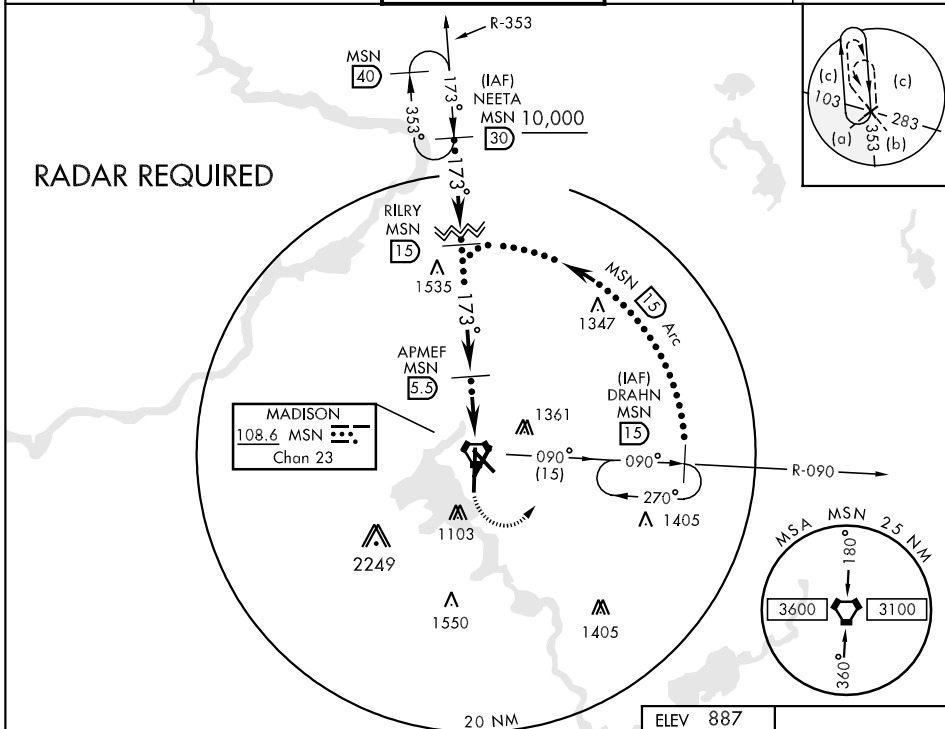
MADISON APP CON
120.1 350.3

MADISON TOWER ★
119.3 (CTAF) 257.8

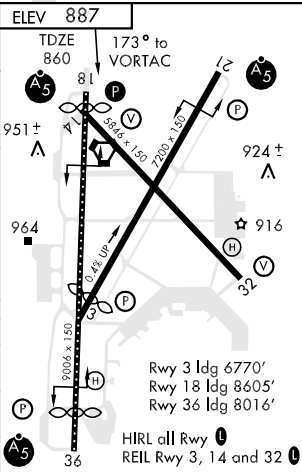
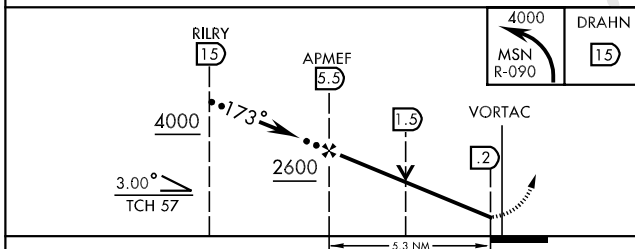
GND CON
121.9 348.6

ASR

RADAR REQUIRED



EMERG SAFE ALT 100 NM 3600



CATEGORY	C	D	E
S-18	1340/40 480 (500-¾)	1340/50 480 (500-1)	1340/60 480 (500-1½)
CIRCLING	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)
S-ASR 18	1340/40 480 (500-¾)	1340/50 480 (500-1)	1340/60 480 (500-1½)

MADISON, WISCONSIN

43°08'N-89°20'W

MADISON/ DANE COUNTY REGIONAL-TRUAX FIELD (KMSN)

Amdt 1 07130

VORTAC MSN 108.6 Chan 23	APCH CRS 001°	Rwy ldg TDZE Arpt Elev 9006 862 887
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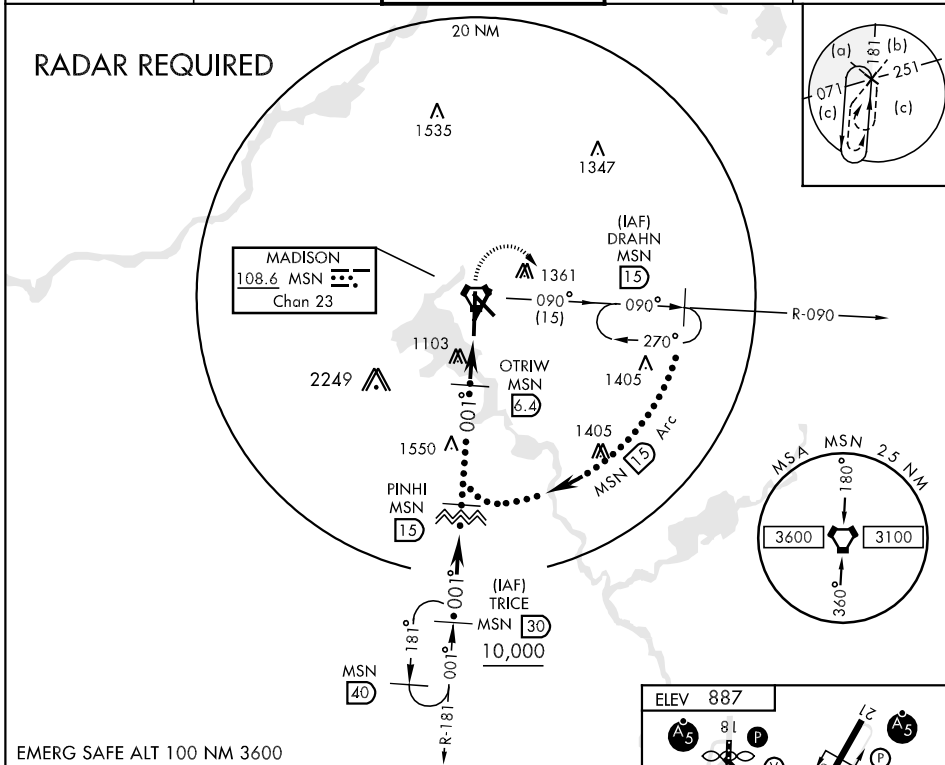
JAL-245 [USAF]

MADISON/ DANE COUNTY REGIONAL-TRUAX FIELD (KMSN)

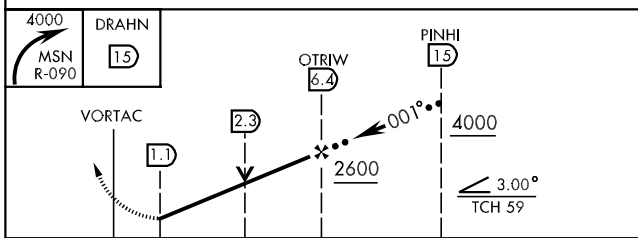
▼	MALSR 	MISSED APPROACH: Climbing right turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.
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ATIS 124.65 278.3	MADISON APP CON 120.1 350.3	MADISON TOWER ★ 119.3 0 (CTAF) 257.8	GND CON 121.9 348.6	ASR
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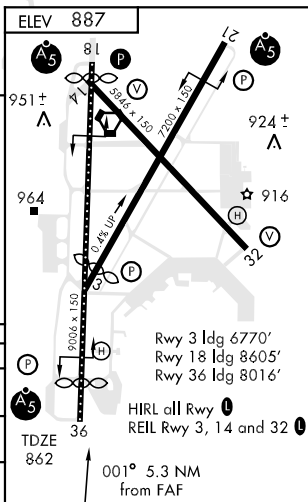
RADAR REQUIRED



EMERG SAFE ALT 100 NM 3600



CATEGORY	C	D	E
S-36	1320/40 458 (500-¾)	1320/50 458 (500-1)	1320/50 458 (500-1)
CIRCLING	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)
S-ASR 36	1360/40 498 (500-¾)	1360/50 498 (500-1)	1360/60 498 (500-1¼)



LOC I-DSZ 110.1	APP CRS 182°	Rwy Idg TDZE Apt Elev	8606 860 887
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ILS or LOC/DME RWY 18

MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

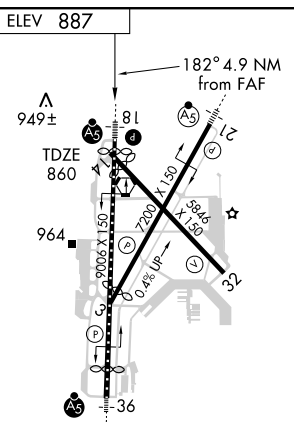
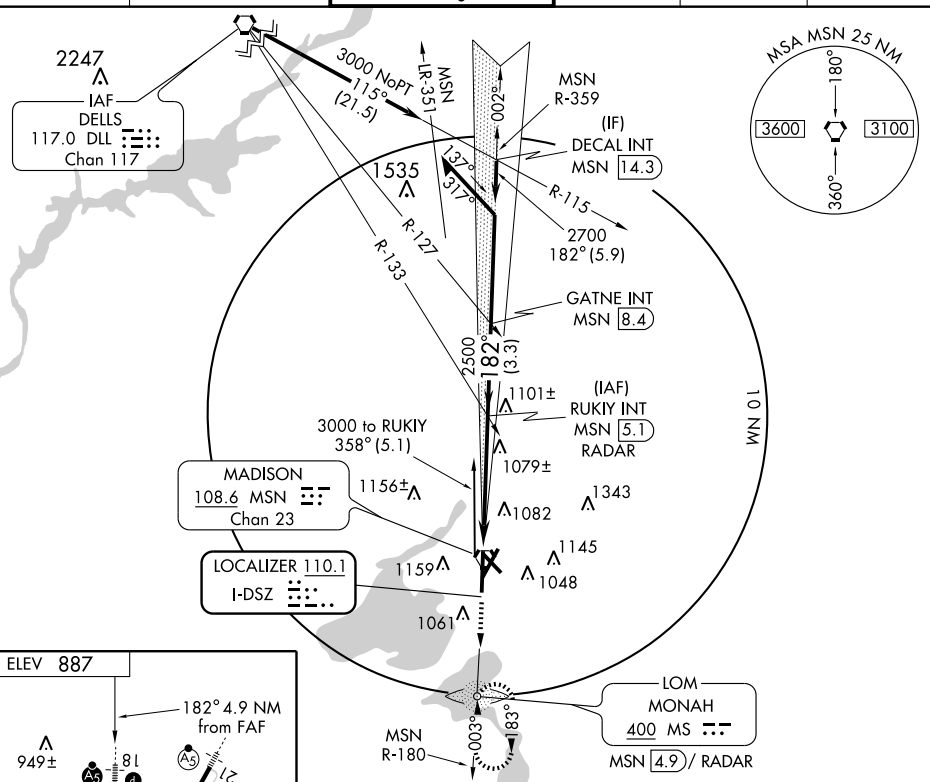
ASR When ALS inoperative, increase Cat. E S-ILS visibility $\frac{1}{4}$ mile and S-LOC $\frac{1}{2}$ mile. ADF or RADAR REQUIRED. MSN DME required for procedure turn. * Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 2700
direct MONAH LOM/MSN 4.9
DME/RADAR and hold.

ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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HIRL all Rwy's
REIL Rwy's 3, 14 and 32

2700	MS	400	RUKIY INT MSN 5.1	Maintain 3000 until established on the inbound course.	Remain within 10 NM
2500	MSN 0.2	4.9 NM	002°	182°	3000
2500					GS 3.00° TCH 57
CATEGORY	A	B	C	D	E
S-ILS 18	* 1060/24 200 (200-1/2)				
S-LOC 18	1340/24	480 (500-1/2)	1340/40 480 (500-3/4)	1340/50 480 (500-1)	1340/60 480 (500-1 1/4)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1 1/2 573 (600-1 1/2)	1460-2 573 (600-2)	1700-3 813 (900-3)

ILS or LOC/DME RWY 36

MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

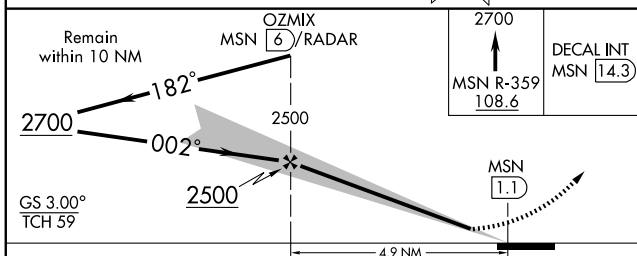
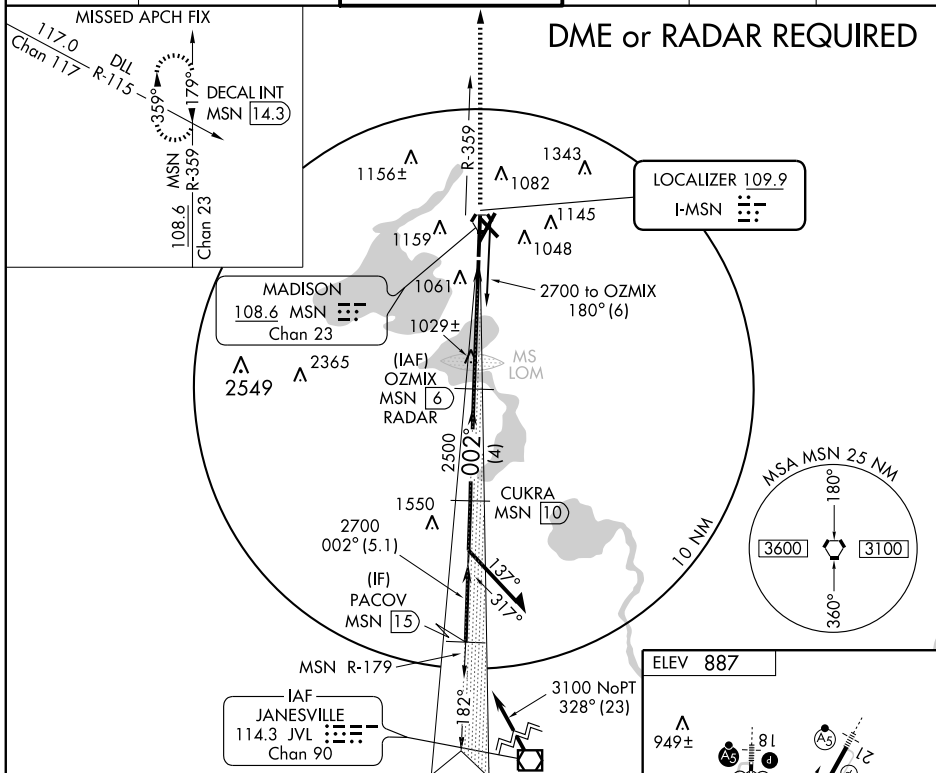
LOC I-MSN 109.9	APP CRS 002°	Rwy Idg 8017
		TDZE 862
		Apt Elev 887

⚠ When ALS inoperative, increase Cat E S-ILS ¼ mile and S-LOC ½ mile. * Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

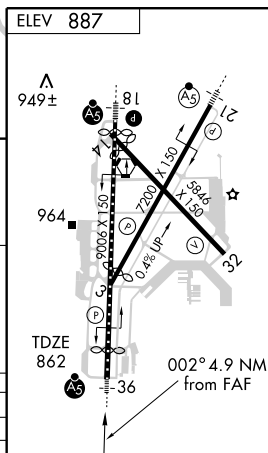


MISSED APPROACH: Climb to 2700 via MSN VORTAC R-359 to DECAL Int/MSN 14.3 DME and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 36	* 1062/24 200 (200-½)				
S-LOC 36	1280/24 418 (400-½)	1280/40 418 (400-¾)		1280/50 418 (400-1)	
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1700-3 813 (900-3)



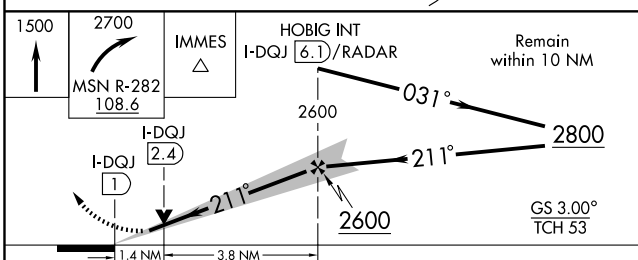
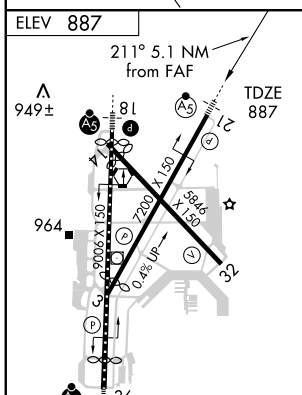
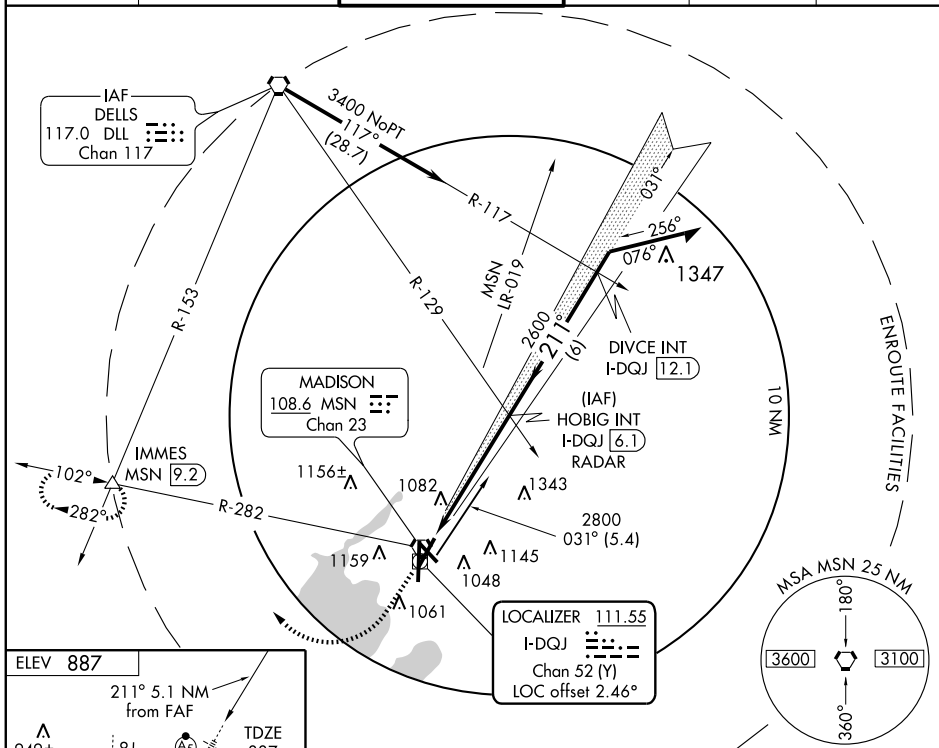
HIRL all Rwy's **⬇**
REIL Rwy's 3, 14 and 32 **⬇**

LOC/DME I-DQJ	APP CRS	Rwy Idg	7200
111.55	211°	TDZE	887
Chan 52 (Y)		Apt Elev	887

ILS or LOC RWY 21

MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

 ASR		 MALS	MISSED APPROACH: Climb to 1500, then climbing right turn to 2700 via MSN R-282 to IMMES Int/MSN 9.2 DME and hold		
ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) 0 257.8	121.9 348.6	121.62	122.95



CATEGORY	A	B	C	D
S-ILS 21	1137-½ 250 (300-½)			
S-LOC 21	1380-½ 493 (500-½)	1380-¾ 493 (500-¾)	1380-1 493 (500-1)	1380-1 493 (500-1)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)

APP CRS	Rwy Idg	5371
136°	TDZE	861
	Apt Elev	887

RNAV (GPS) RWY 14

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

T	GPS or RNP-0.3 Required.
A NA	DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct C/NOT WP and hold.

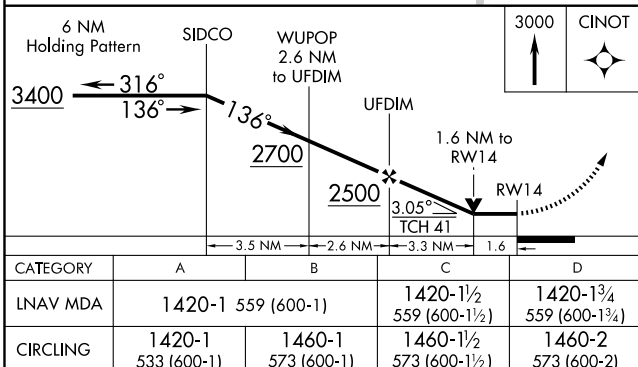
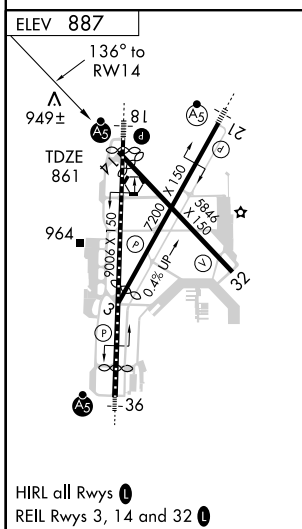
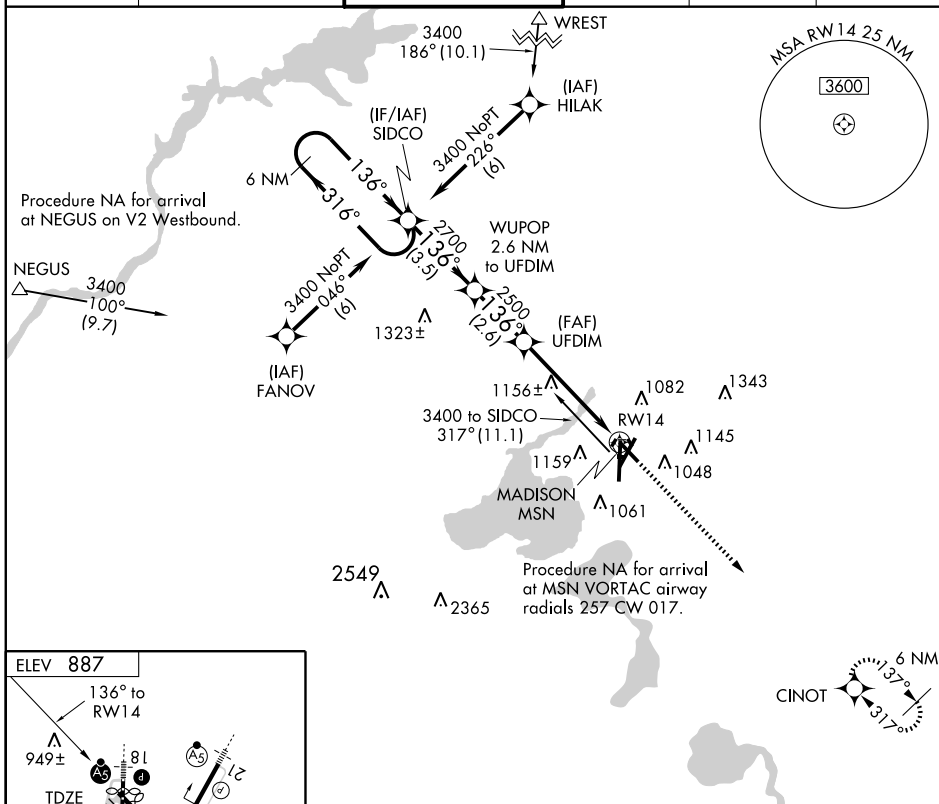
ATIS
124.65 278.3

MADISON APP CON ★
135.45 343.7

MADISON TOWER ★
119.3 (CTAF) **L** 257.8

GND CON
121.9 348.6

CLNC DEL
121.62

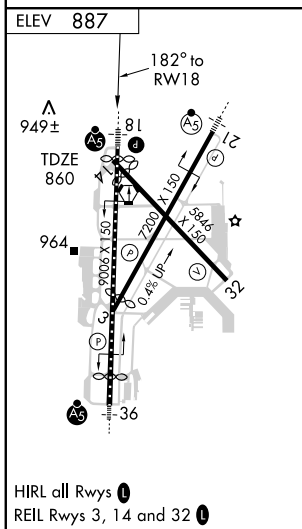
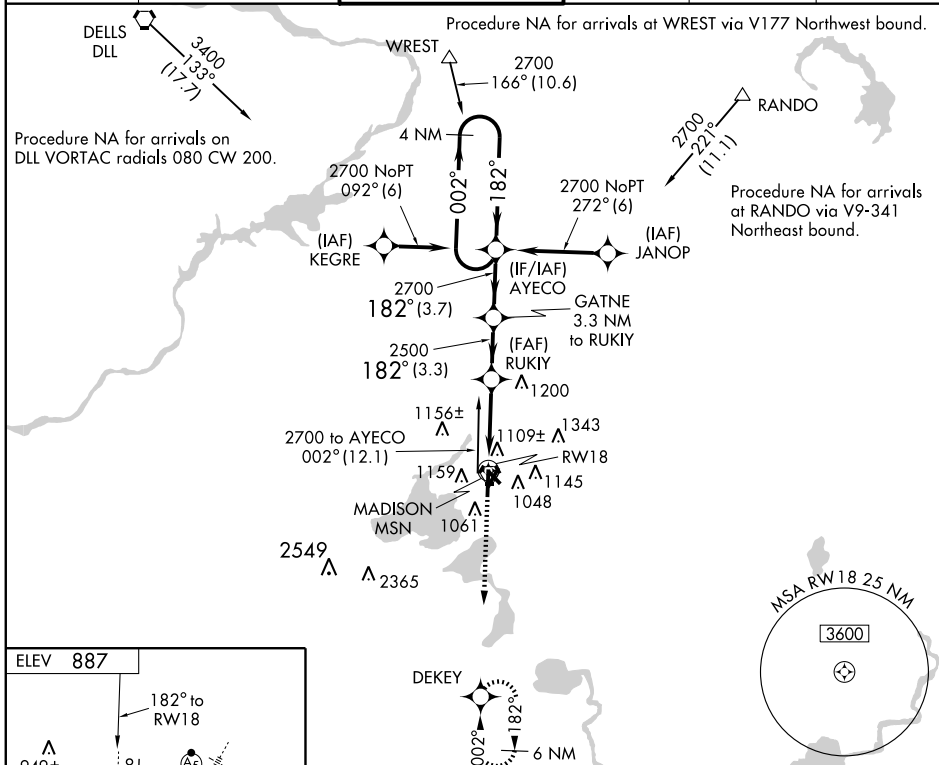
UNICOM
122.95

APP CRS	Rwy Idg	8606
182°	TDZE	860
	Apt Elev	887

RNAV (GPS) RWY 18

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

W ASR T NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).	MALSR 	MISSED APPROACH: Climb to 3000 direct to DEKEY WP and hold.		
ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95




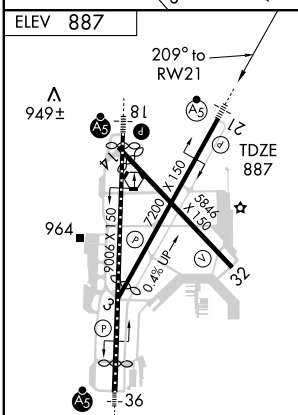
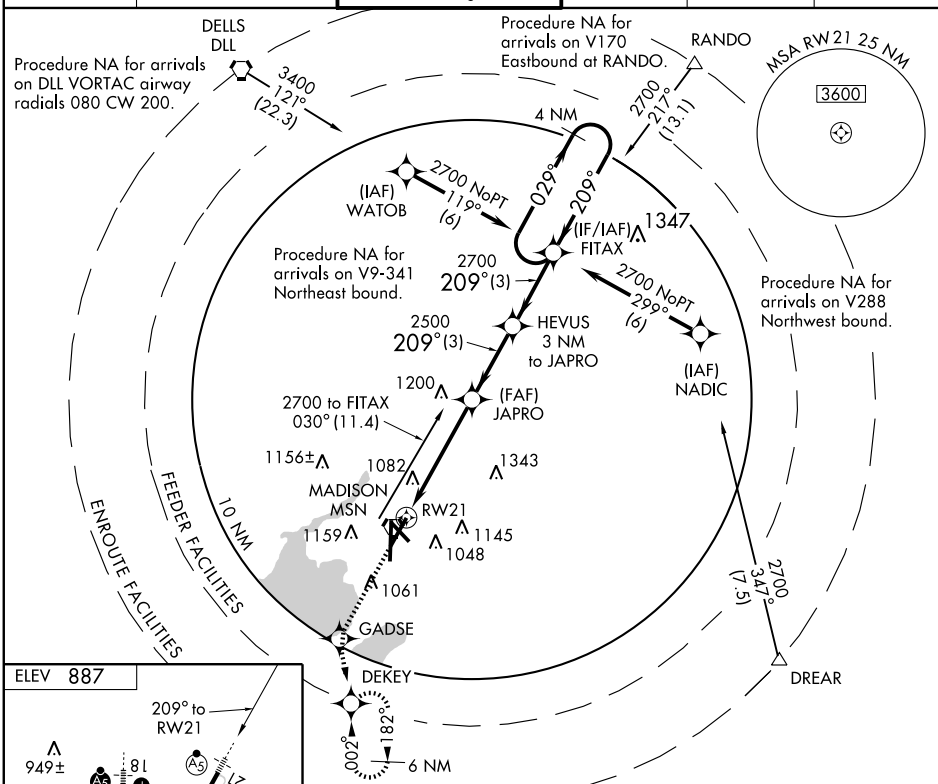
3000	DEKEY	GATNE 3.3 NM to RUKIY	AYECO 4 NM Holding Pattern	002° 2700
*LNAV Only	*1.4 NM to RW18	RUKIY	2700	182°
	RW18	2500		GS 3.00° TCH 57
	1.4	3.5 NM	3.3 NM	3.7 NM
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1420-1½ 560 (600-1½)			
LNAV MDA	1360/24	500 (500-½)	1360/40 500 (500-¾)	1360/50 500 (500-1)
CIRCLING	1420-2 533 (600-2)	1460-2 573 (600-2)		

APP CRS 209°	Rwy Idg TDZE Apt Elev	7200 887 887
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RNAV (GPS) RWY 21

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

W T ASR NA		GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).		MALSR 		MISSED APPROACH: Climb to 2000 direct GADSE WP then climbing left turn to 3000 and via 170° track to DEKEY WP and hold.	
ATIS 124.65 278.3		MADISON APP CON★ 135.45 343.7		MADISON TOWER★ 119.3 (CTAF) 0 257.8		GND CON CLNC DEL 121.9 348.6 121.62	
						UNICOM 122.95	

[illegible]

HIRL all Rwy's **L**
REIL Rwy's 3, 14 and 32 **L**

APP CRS	Rwy Idg	5846
316°	TDZE	861
	Apt Elev	887

RNAV (GPS) RWY 32

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

T
A NA GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct SIDCO WP and hold.

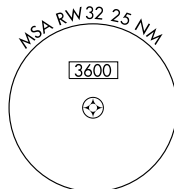
ATIS
124.65 278.3

MADISON APP CON ★
135.45 343.7

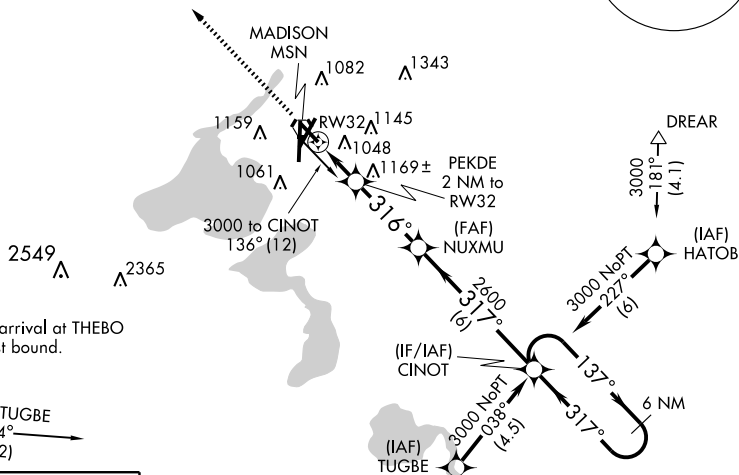
MADISON TOWER ★
119.3 (CTAF) **L** 257.8

GND CON
121.9 348.6

CLNC DEL
121.62

UNICOM
122.95

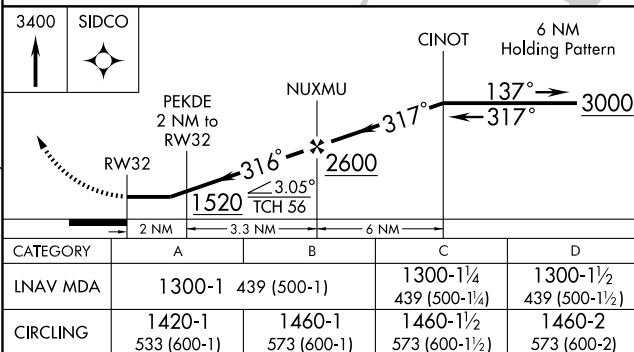
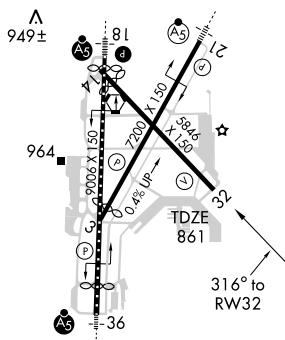
Procedure NA for arrival on MSN VORTAC
airway radials 076 CW 196.



Procedure NA for arrival at THEBO
on V341 Southwest bound.

THEBO \triangle 3000 to TUGBE 094°
(20.2)

ELEV 887



HIRL all Rwys **L**
REIL Rws 3, 14 and 32 **L**

RNAV (GPS) RWY 36

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

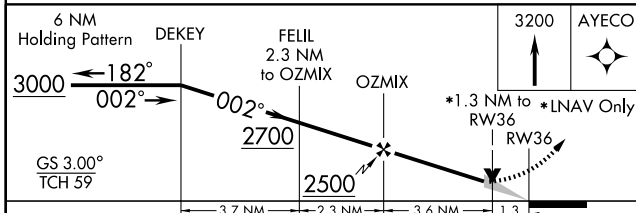
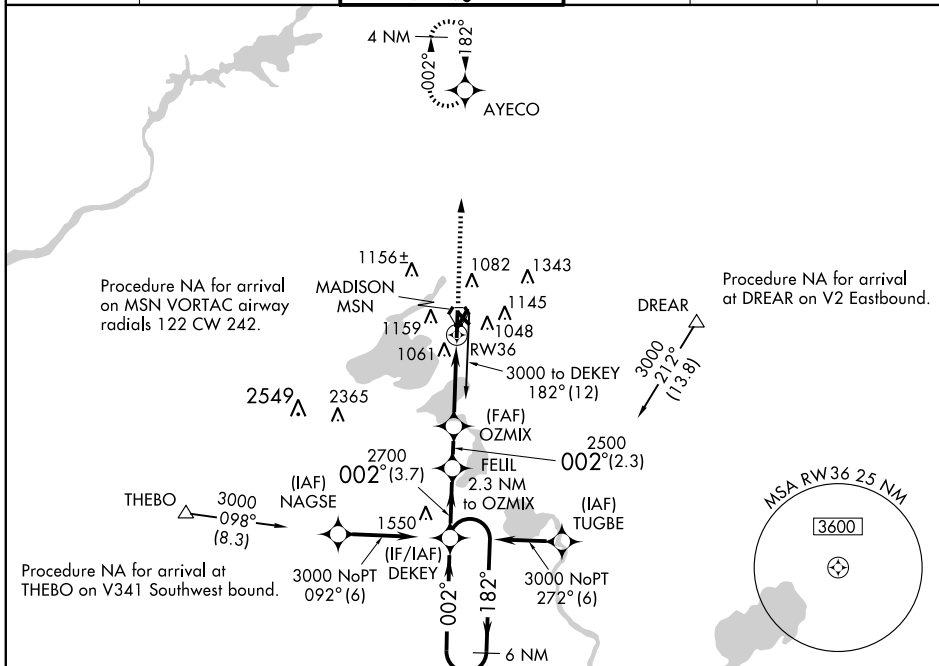
APP CRS	Rwy Idg	8017
002°	TDZE	862
	Apt Elev	887

W T GPS or RNP-0.3 Required.
 ASR A NA DME/DME RNP-0.3 NA.
 Baro-VNAV NA below -16°C (4°F).

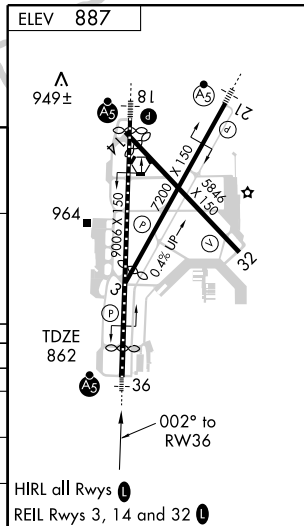


MISSED APPROACH: Climb to
 3200 direct AYECO WP and hold.

ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) 0 257.8	121.9 348.6	121.62	122.95



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1360/60 498 (500-1¼)			
LNAV MDA	1320/24 458 (500-½)	1320/40 458 (500-¾)	1320/50 458 (500-1)	
CIRCLING	1420-1¾ 533 (600-1¾)	1460-1¾ 573 (600-1¾)	1460-2 573 (600-2)	



VORTAC MSN 108.6 Chan 23	APP CRS 139°	Rwy Idg TDZE Apt Elev 5371 861 887
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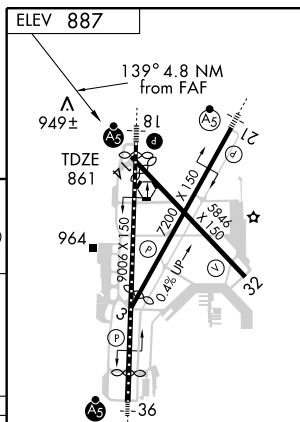
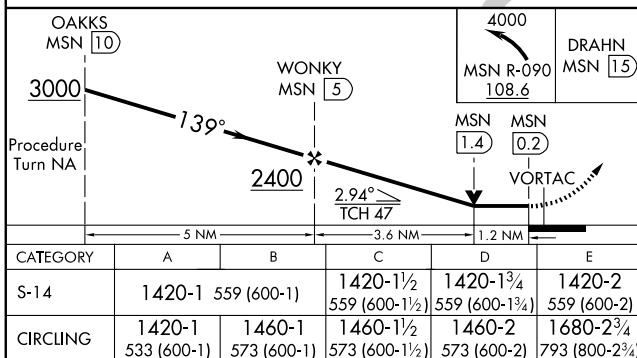
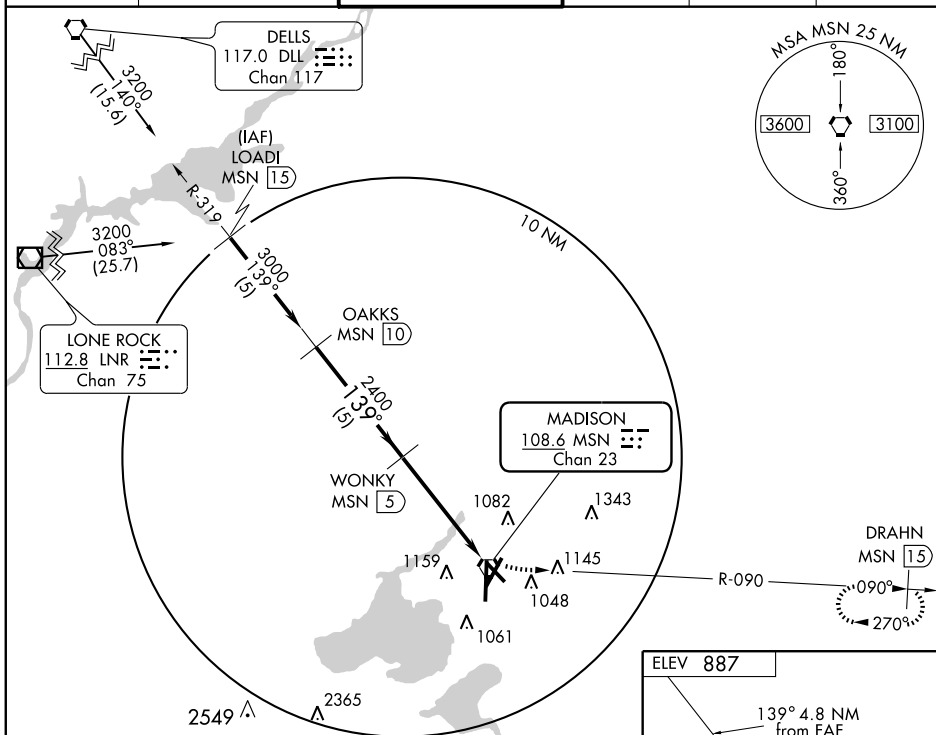
VOR/DME or TACAN RWY 14

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)



MISSED APPROACH: Climbing left turn to 4000
via MSN R-090 to DRAHN 15 DME and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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HIRL all Rwy's ①
REIL Rwy's 3, 14 and 32 ①

VORTAC MSN 108.6 Chn 23	APP CRS 171°	Rwy Idg 8606 TDZE 860 Apt Elev 887
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VOR/DME or TACAN RWY 18
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

T
A
ASR

For inoperative MALSR, increase S-18 Cat E visibility to 1 $\frac{3}{4}$.

MALSR

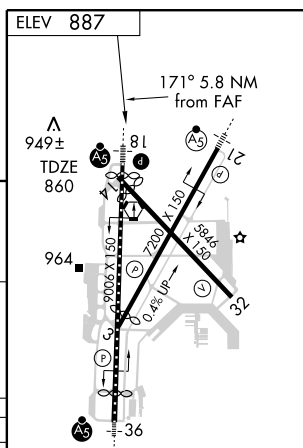
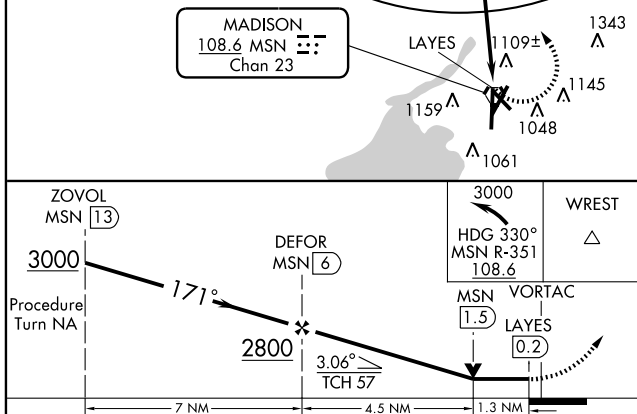
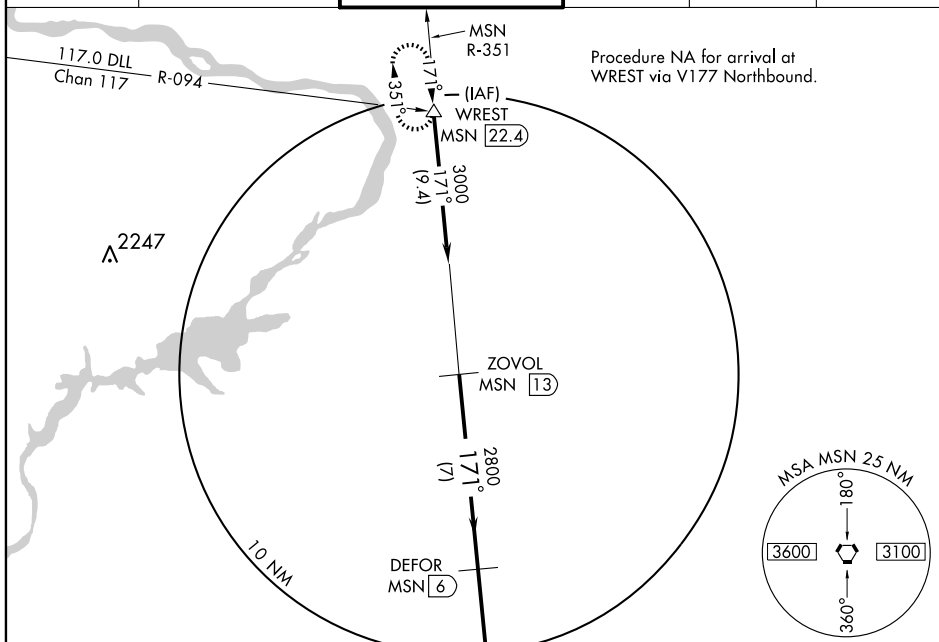
MISSED APPROACH: Climbing left turn to 3000 via heading 330° and R-351 to WREST Int and hold.

ATIS
124.65 278.3

MADISON APP CON★
135.45 343.7

MADISON TOWER ★
119.3 (CTAF) **L** 257.8

GND CON
121.9 348.6

CLNC DEL
121.62UNICOM
122.95

CATEGORY	A	B	C	D	E
S-18	1360/24 500 (500-1/2)		1360/40 500 (500-3/4)	1360/50 500 (500-1)	1360/60 500 (500-1 1/4)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1 1/2 573 (600-1 1/2)	1460-2 573 (600-2)	1680-2 3/4 793 (800-2 3/4)

HIRL all Rwy's **L**
REIL Rwy's 3, 14 and 32 **L**

VORTAC MSN 108.6 Chan 23	APP CRS 310°	Rwy Idg TDZE Apt Elev 5846 861 887
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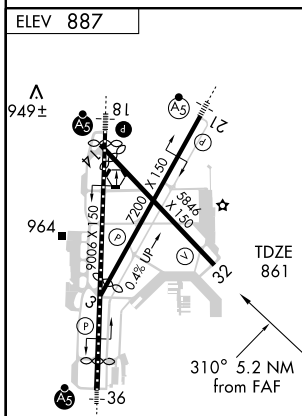
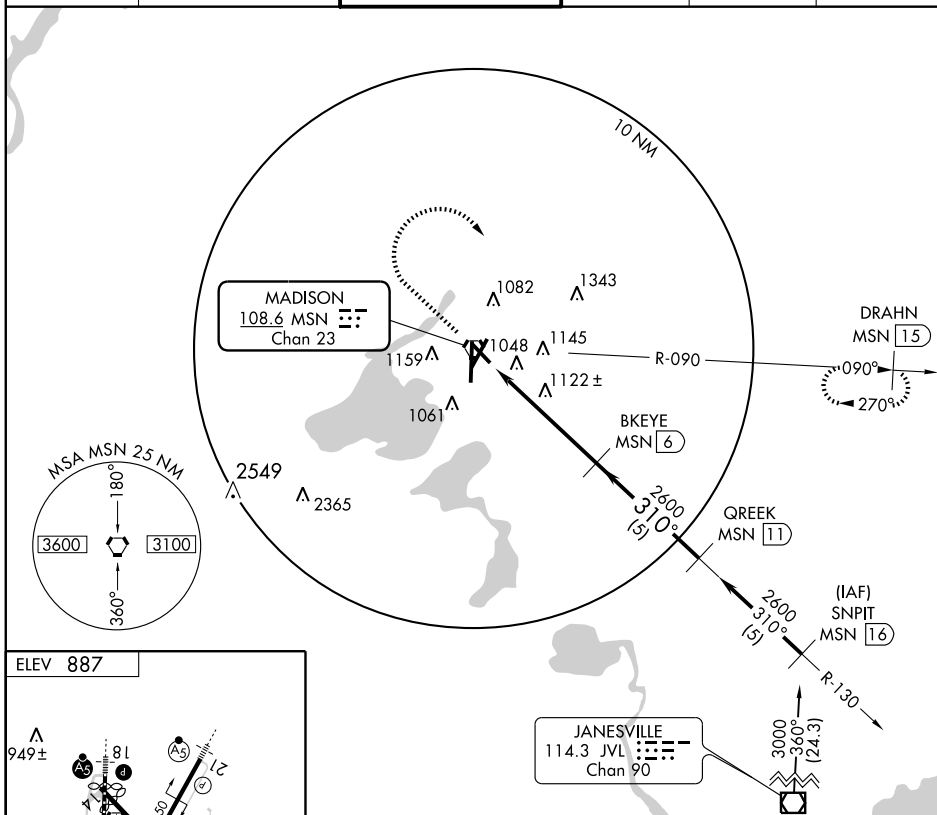
VOR/DME or TACAN RWY 32

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)



MISSED APPROACH: Climb to 2600 then climbing right turn to 4000 via MSN R-090 to DRAHN 15 DME and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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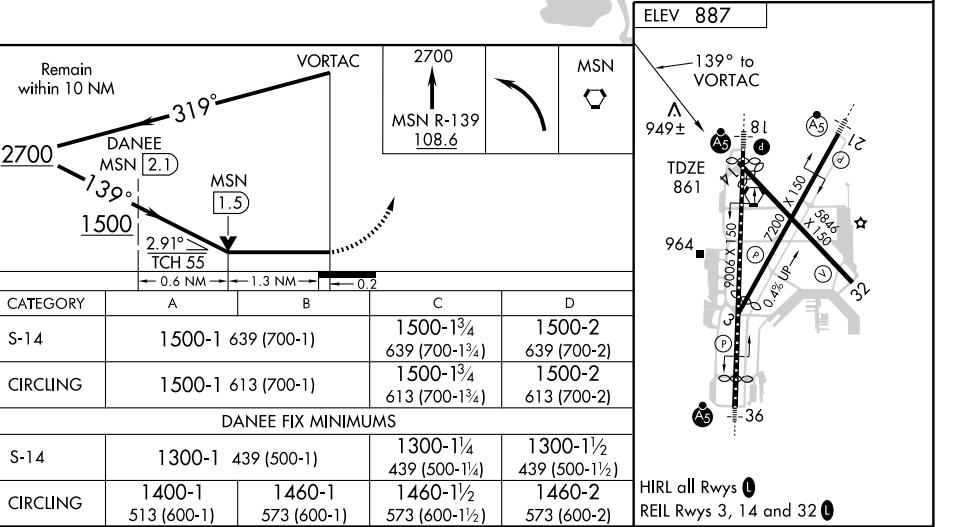
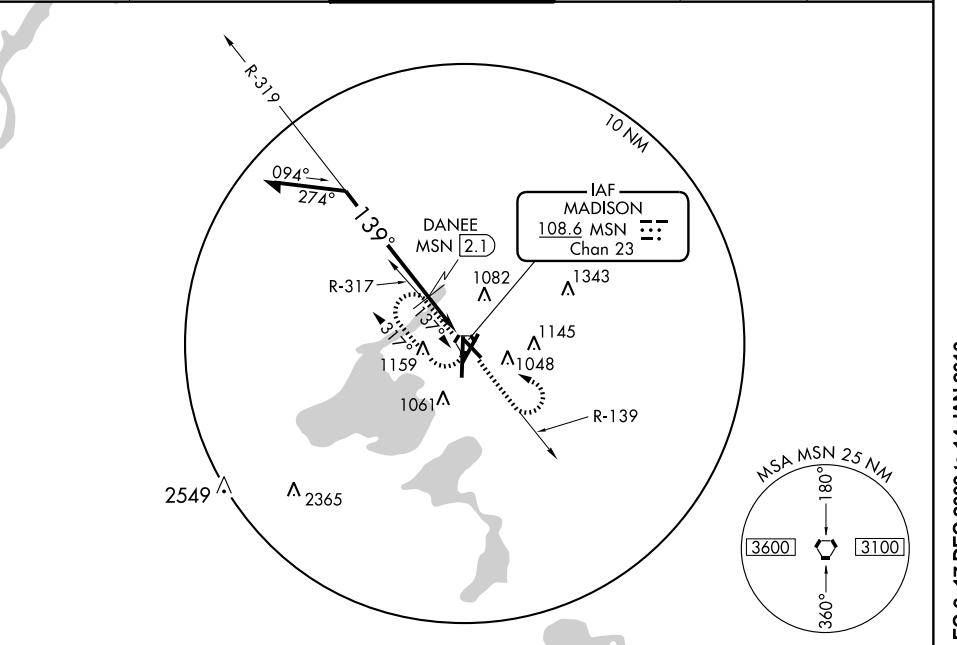
	2600	4000	DRAHN MSN 15	BKEYE MSN 6	GREEK MSN 11
	↑	MSN R-090 108.6			
	VORTAC MSN 0.8	MSN 2.3	MSN 2600	310°	2600
	1.5 NM	3.7 NM	5 NM		Procedure Turn NA
CATEGORY	A	B	C	D	E
S-32	1380-1 519 (500-1)		1380-1½ 519 (500-1½)	1380-1¾ 519 (500-1¾)	
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)	1680-2¾ 793 (800-2¾)

HIRL all Rwy 32

REIL Rwy 3, 14 and 32

VORTAC MSN	APP CRS	Rwy Idg	5371
108.6	139°	TDZE	861
Chan 23		Apt Elev	887



VOR RWY 14 ASR		MISSED APPROACH: Climb to 2700 via MSN R-139 then left turn direct MSN VORTAC and hold.			
ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL	UNICOM
124.65 278.3	135.45 343.7	119.3 (CTAF) 0 257.8	121.9 348.6	121.62	122.95

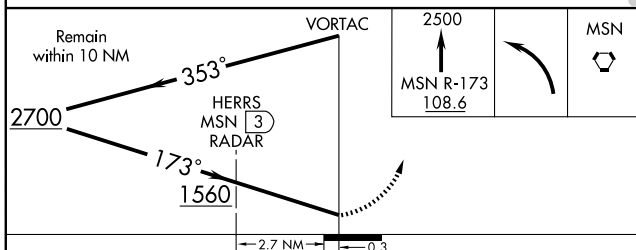
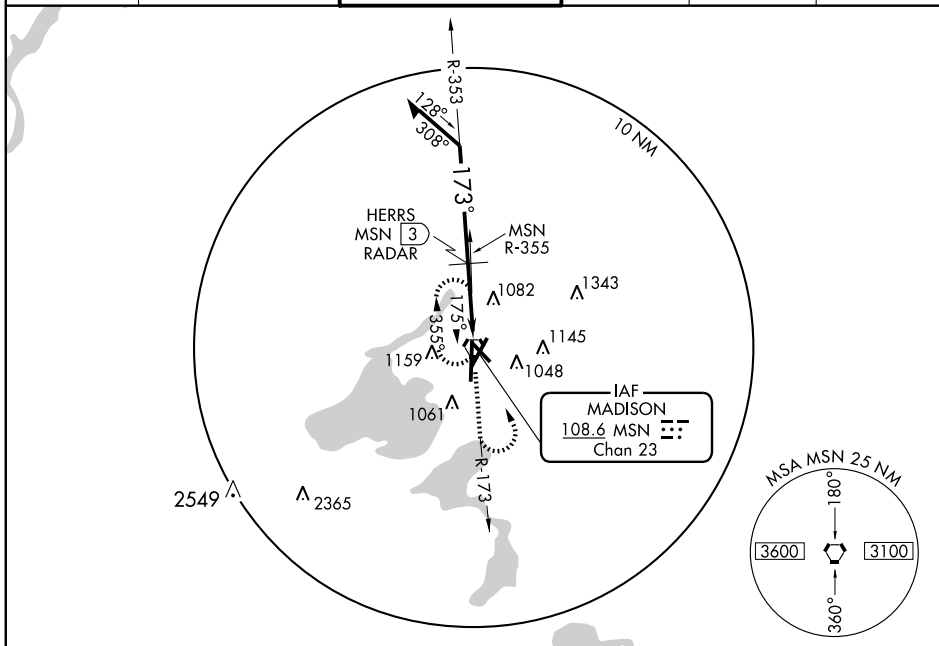


VORTAC MSN 108.6 Chan 23	APP CRS 173°	Rwy Idg TDZE Apt Elev 8606 860 887
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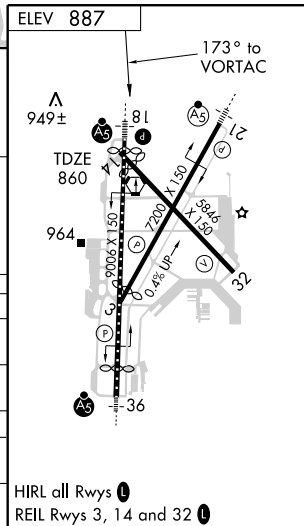
VOR RWY 18

MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

 ASR		MALSR 	MISSED APPROACH: Climb to 2500 via MSN R-173 then left turn direct MSN VORTAC and hold.		
ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95



CATEGORY	A	B	C	D
S-18	1560/24 700 (700-1/2)		1560-1 1/2 700 (700-1/2)	1560-1 3/4 700 (700-1 3/4)
CIRCLING	1560-1 673 (700-1)		1560-2 673 (700-2)	1560-2 1/4 673 (700-2 1/4)
HERRS DME/RADAR FIX MINIMUMS				
S-18	1340/24 480 (500-1/2)		1340/40 480 (500-3/4)	1340/50 480 (500-1)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1 1/2 573 (600-1 1/2)	1460-2 573 (600-2)

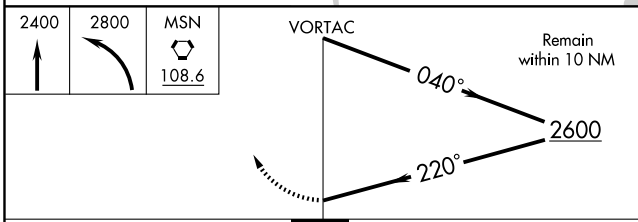
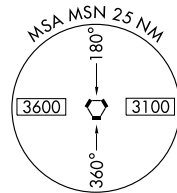
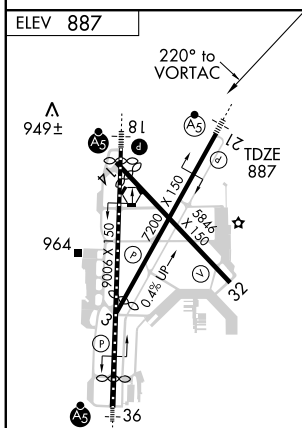
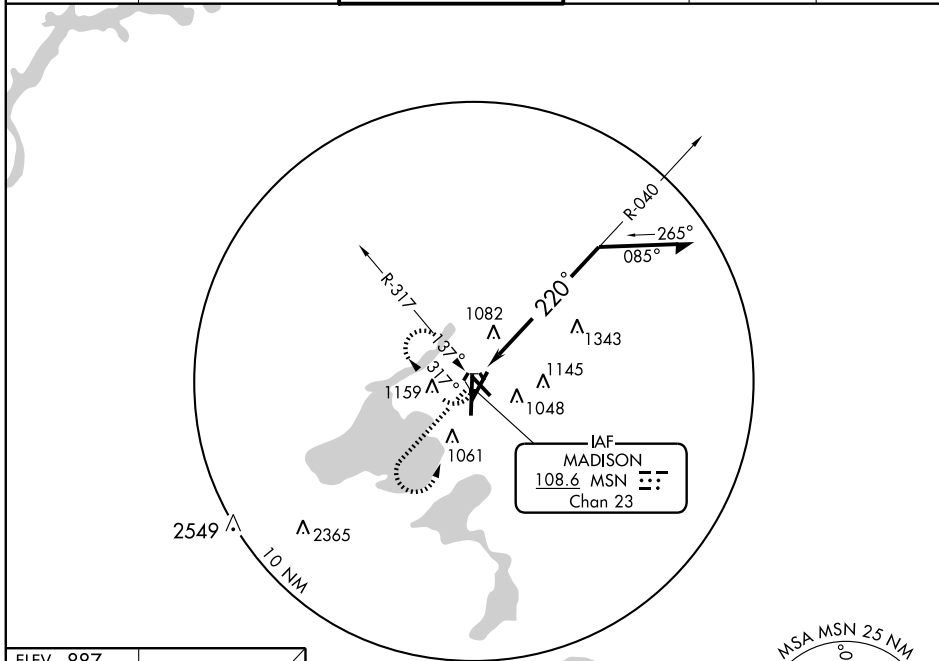


VORTAC MSN	APP CRS	Rwy Idg	7200
<u>108.6</u>	220°	TDZE	887
Chan 23		Apt Elev	887

VOR RWY 21

MADISON / DANE COUNTY RGNL-TRUAX FIELD (MSN)

<div><div><div></div><div></div></div><div>ASR</div></div>			<div><div><div></div><div></div></div><div>MALSR</div></div>		MISSED APPROACH: Climb to 2400 then climbing left turn to 2800 direct MSN VORTAC and hold.			
ATIS 124.65 278.3		MADISON APP CON ★ 135.45 343.7		MADISON TOWER ★ 119.3 (CTAF) 0 257.8		GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95



CATEGORY	A	B	C	D
S-21	1700-1 813 (900-1)	1700-1¼ 813 (900-1¼)	1700-2½ 813 (900-2½)	1700-2¾ 813 (900-2¾)
CIRCLING	1700-1 813 (900-1)	1700-1¼ 813 (900-1¼)	1700-2½ 813 (900-2½)	1700-2¾ 813 (900-2¾)

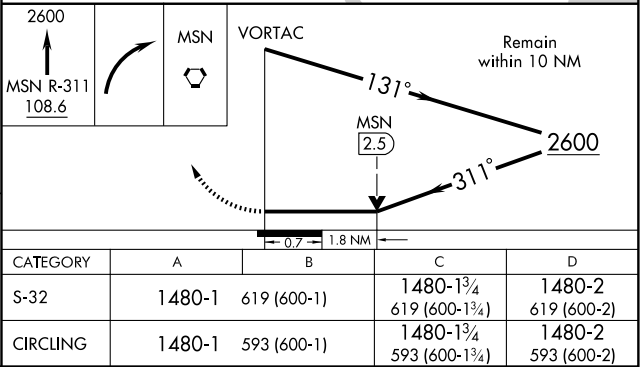
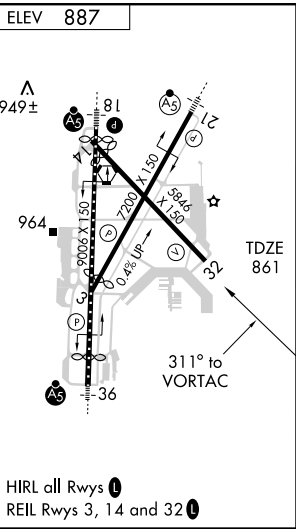
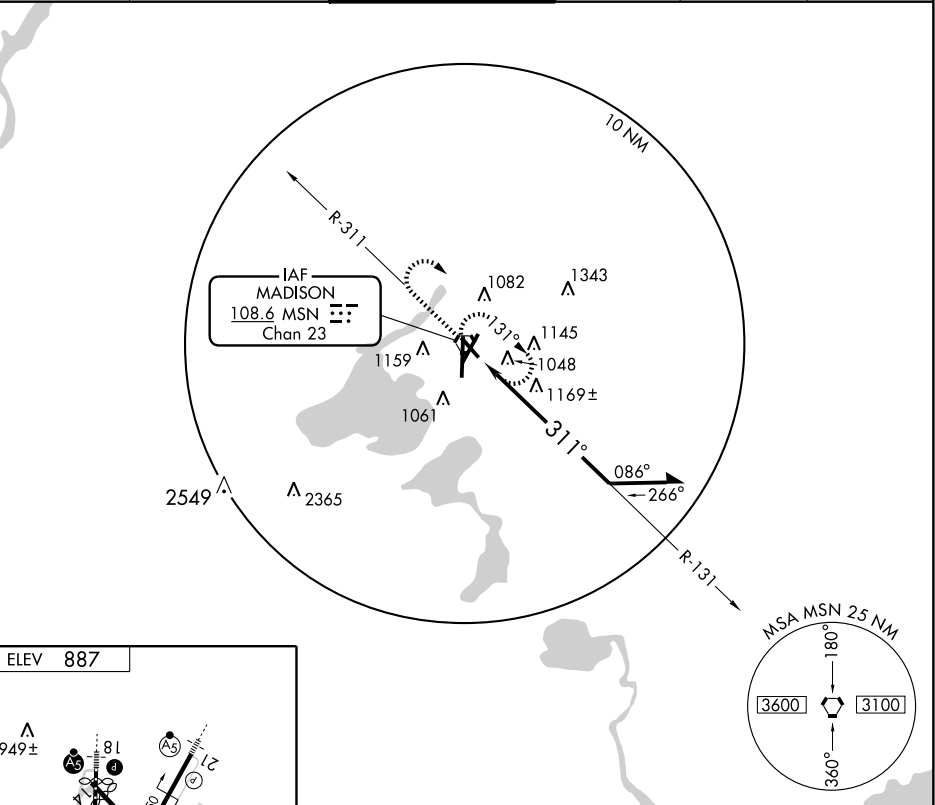
HIRL all Rwy's **L**
REIL Rwy's 3, 14 and 32 **L**

VORTAC MSN	APP CRS	Rwy Idg	5846
108.6	311°	TDZE	861
Chan 23		Apt Elev	887

VOR RWY 32

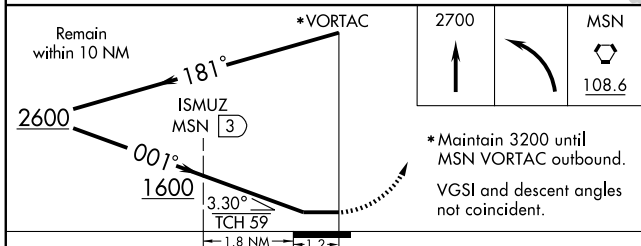
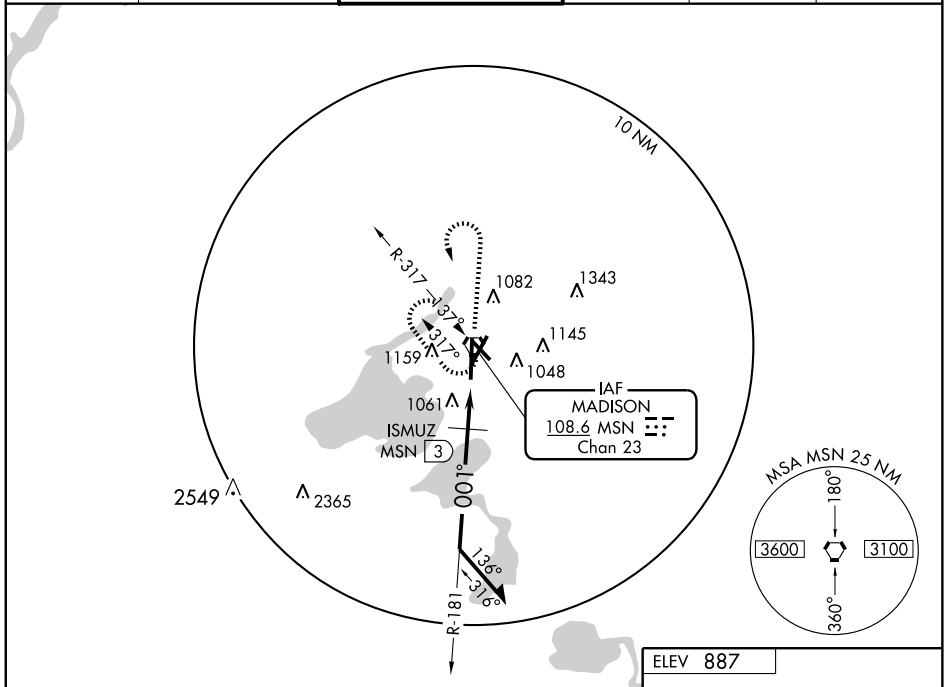
MADISON/DANE COUNTY RGNL-TRUAX FIELD (MSN)

ASR		MISSED APPROACH: Climb to 2600 via MSN R-311 then right turn direct MSN VORTAC and hold.		
ATIS	MADISON APP CON ★	MADISON TOWER ★	GND CON	CLNC DEL
124.65 278.3	135.45 343.7	119.3 (CTAF) 0 257.8	121.9 348.6	121.62
				UNICOM
				122.95

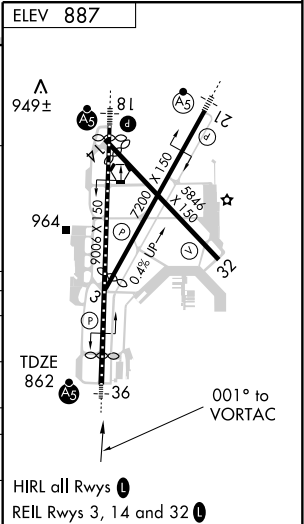


VORTAC MSN 108.6 Chan 23	APP CRS 001°	Rwy Idg TDZE 862 Apt Elev 887	8017
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<div> <div> <div></div> <div>NA</div> </div> <div>ASR</div> </div>	<div> <div> <div></div> <div>MALSR</div> </div> <div> <div></div> <div></div> </div> </div>	<div> <div>MISSED APPROACH: Climb to 2700 then left turn direct MSN VORTAC and hold.</div> </div>	<div> <div>ATIS</div> <div>124.65 278.3</div> </div>	<div> <div>MADISON APP CON ★</div> <div>135.45 343.7</div> </div>	<div> <div>MADISON TOWER ★</div> <div>119.3 (CTAF) 0 257.8</div> </div>	<div> <div>GND CON</div> <div>121.9 348.6</div> </div>	<div> <div>CLNC DEL</div> <div>121.62</div> </div>	<div> <div>UNICOM</div> <div>122.95</div> </div>
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CATEGORY	A	B	C	D
S-36	1600/50 738 (800-1)	1600-1½ 738 (800-1½)	1600-1¾ 738 (800-1¾)	1600-2¼ 738 (800-2¼)
CIRCLING	1600-1 713 (800-1)	1600-2 713 (800-2)	1600-2½ 713 (800-2½)	1600-3 713 (800-3)
ISMUZ FIX MINIMUMS				
S-36	1320/50 458 (500-1)	1320/60 458 (500-1½)	1320-1½ 458 (500-1½)	1320-2¼ 458 (500-2¼)
CIRCLING	1400-1 513 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1460-2 573 (600-2)



APP CRS	Rwy Idg	3500
322°	TDZE	1610
	Apt Elev	1610

GPS RWY 32

MANITOWISH WATERS (D25)

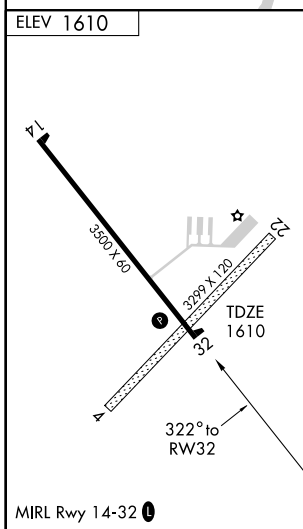
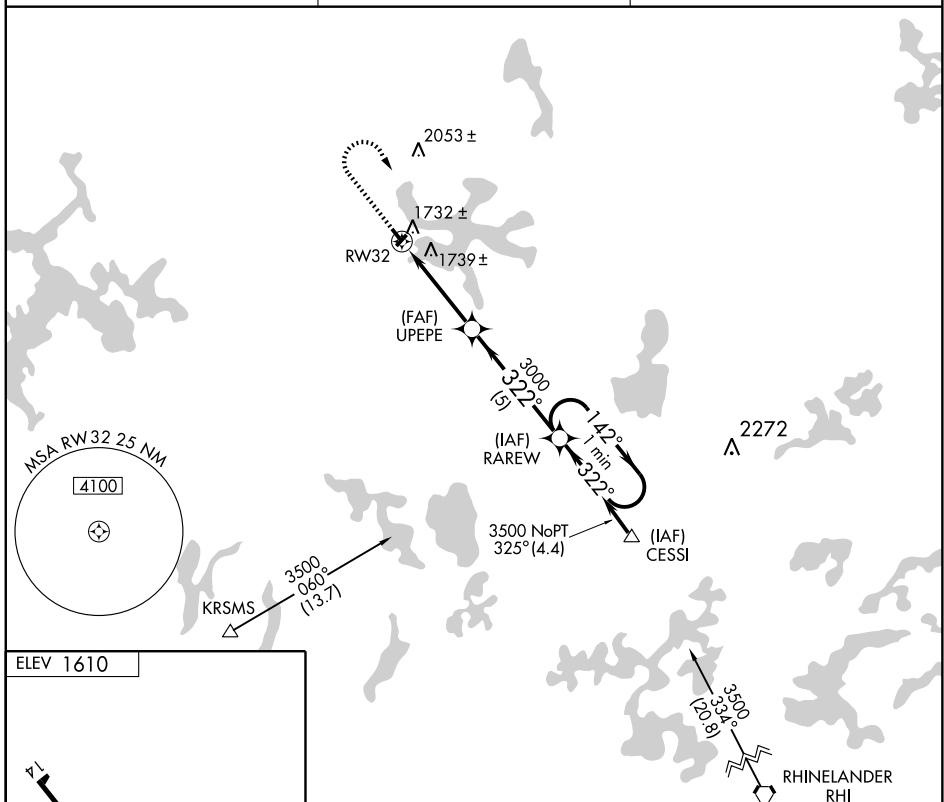
A NA Use Rhineland altimeter setting.



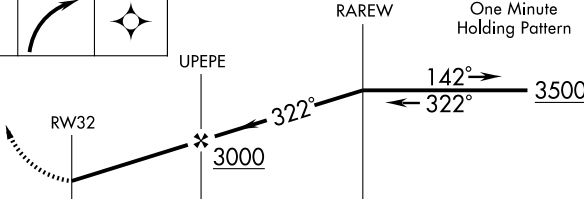
MISSED APPROACH: Climb to 2500, then climbing right turn to 3500 direct RAREW WP and hold.

MINNEAPOLIS CENTER
133.65 281.5

UNICOM
122.8 (CTAF) **L**

GCO
121.725



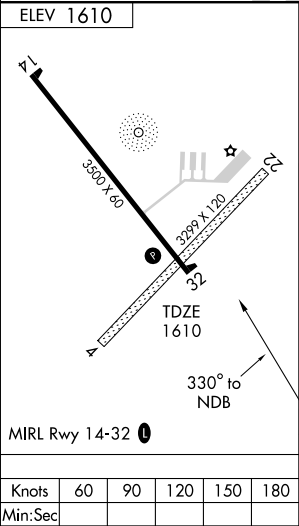
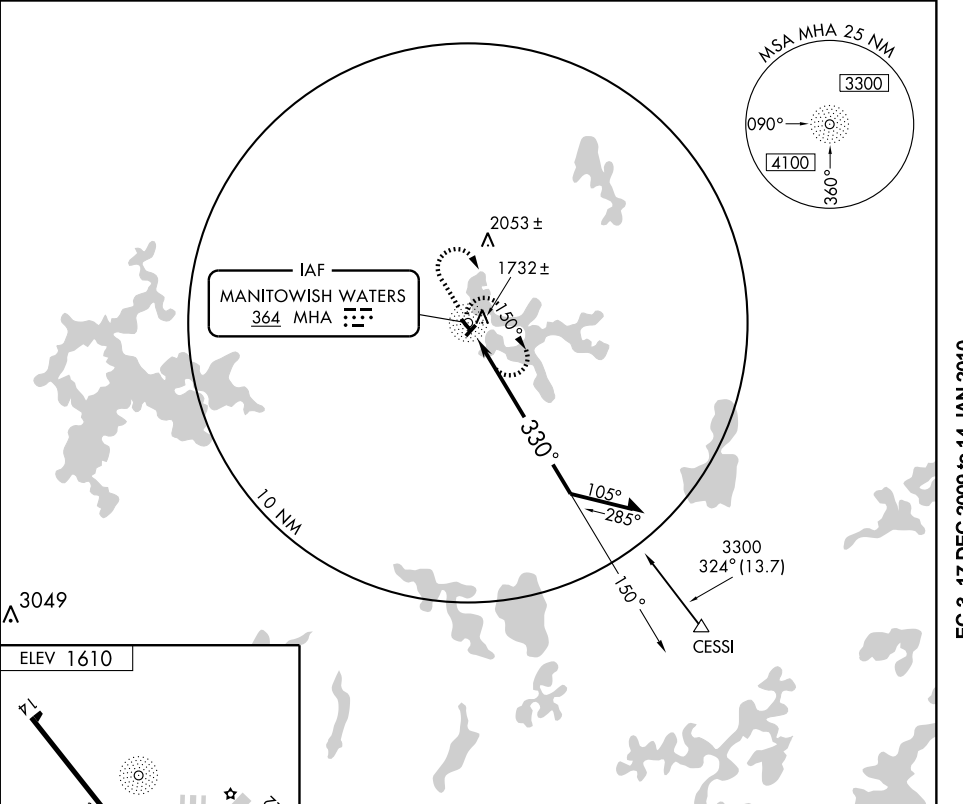
<div><div>2500</div><div>↑</div></div> <div><div>3500</div><div></div></div> <div><div>RAREW</div><div></div></div>	<div><div>UPEPE</div><div></div></div>				
CATEGORY	A		B	C	D
S-32	2080-1 470 (500-1)		2080-1¼ 470 (500-1¼)	NA	
CIRCLING	2120-1 510 (600-1)		2140-1½ 530 (600-1½)	NA	

NA

Use Rhineland alimeter setting.

MISSED APPROACH: Climb to 3300 then right turn direct MHA NDB and hold.

MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0	GCO 121.725
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<div>3300</div> <div>MHA</div> <div>364</div>		<div>NDB</div> <div>Remain within 10 NM</div> <div>3300</div>			
CATEGORY	A	B	C	D	
S-32	2300-1	690 (700-1)	2300-2 690 (700-2)	NA	
CIRCLING	2300-1	690 (700-1)	2300-2 690 (700-2)	NA	

LOC I-MTW	APP CRS	Rwy Idg	5001
111.3	172°	TDZE	651
		Apt Elev	651

ILS or LOC RWY 17

MANITOWOC COUNTY (MTW)

When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase S-LOC 17 Cats. C and D and Circling Cats. C and D visibility ¼ mile.

When using Sheboygan altimeter setting: For inoperative MALSR, increase S-ILS 17 all Cats. visibility to 1.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MTW VOR/DME and hold.

AWOS-3 111.0	GREEN BAY APP CON★ 120.2 338.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 17		851-1/2	200 (200-1/2)	
S-LOC 17	1120-1/2	469 (500-1/2)	1120-3/4 469 (500-3/4)	1120-1 469 (500-1)
CIRCLING	1200-1	549 (600-1)	1200-1 1/2 549 (600-1 1/2)	1420-2 1/2 769 (800-2 1/2)

EC-3.17 DEC 2009 to 14 JAN 2010

RNAV (GPS) RWY 17

MANITOWOC COUNTY (MTW)

WAAS CH 63111 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev	5001 651 651
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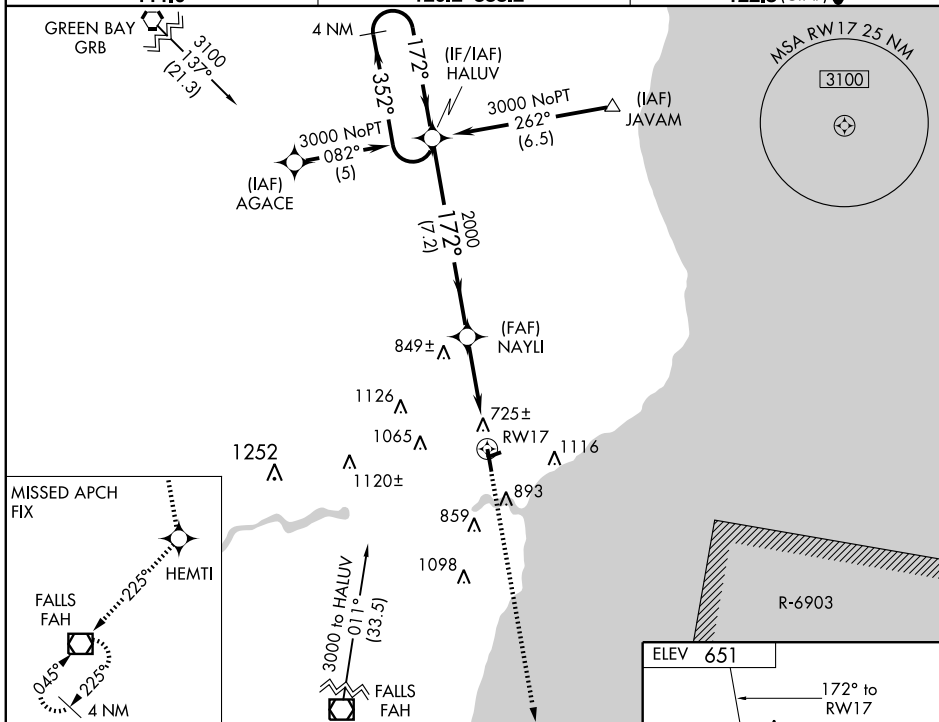
▼ For inoperative MALS when using Sheboygan altimeter setting, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C and D visibility ½ mile.

MALS

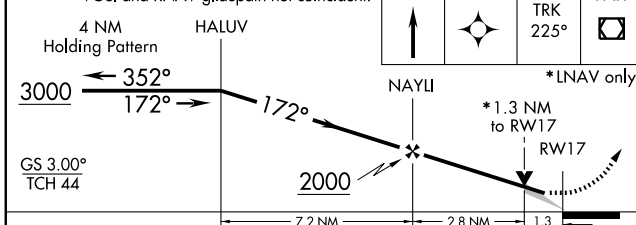


MISSED APPROACH:
Climb to 3000 direct HEMTI and via 225° track to FAH VOR/DME and hold.

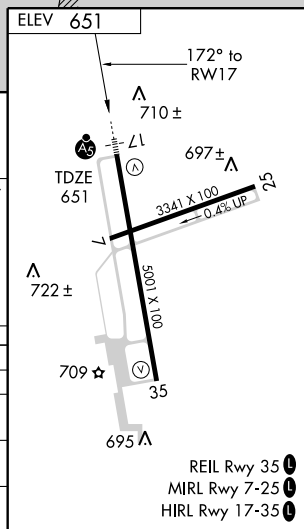
AWOS-3 111.0	GREEN BAY APP CON ★ 120.2 338.2	UNICOM 122.8 (CTAF)
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VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA		851-½	200 (200-½)	
LNAV/VNAV DA		993-¾	342 (400-¾)	
LNAV MDA	1100-½	449 (500-½)	1100-¾ 449 (500-¾)	1100-1 449 (500-1)
CIRCLING	1200-1	549 (600-1)	1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

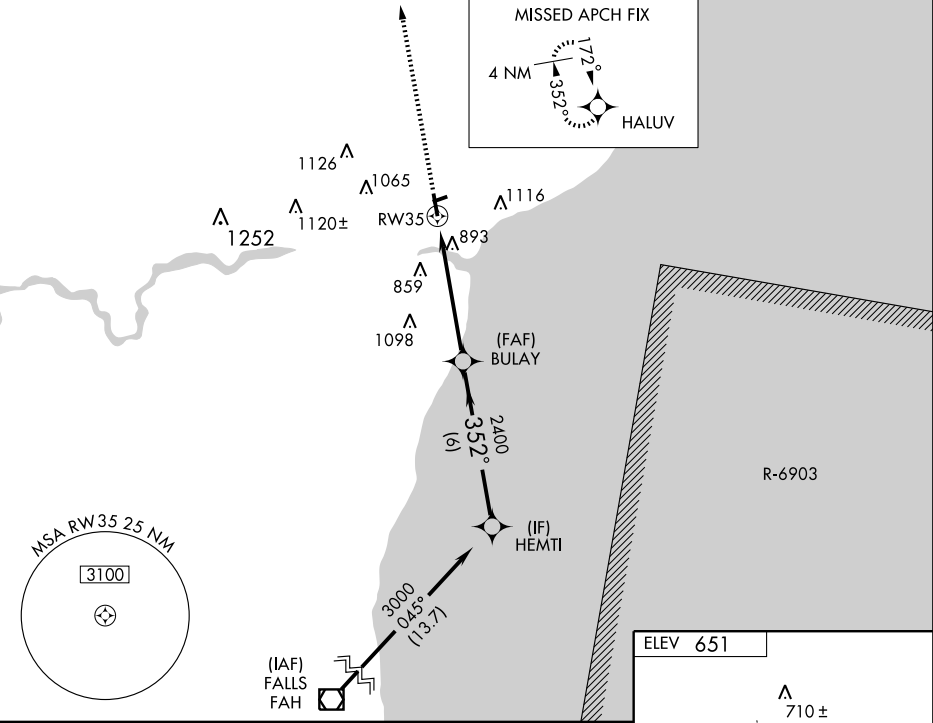


WAAS CH 82611 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev	5001 651 651
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct HALUV and hold.

AWOS-3 111.0	GREEN BAY APP CON ★ 120.2 338.2	UNICOM 122.8 (CTAF) 0
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3000
↑

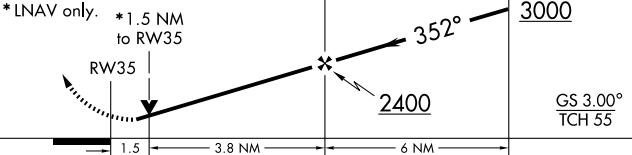
HALUV
✱

VGSI and RNAV glidepath not coincident.

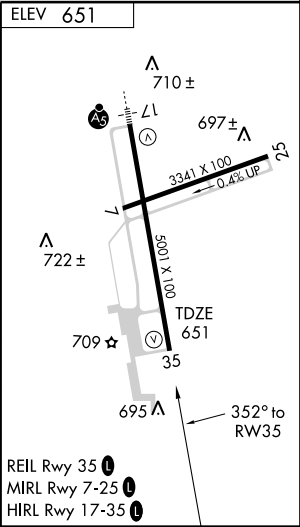
BULAY

HEMTI

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1006-1¼		355 (400-1¼)	
LNAV/VNAV DA	1199-2		548 (600-2)	
LNAV MDA	1160-1 509 (600-1)		1160-1½ 509 (600-1½)	
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)



- REIL Rwy 35 0
- MIRL Rwy 7-25 0
- HIRL Rwy 17-35 0

VOR/DME MTW 111.0 Chan 47	APP CRS 357°	Rwy Idg 5001 TDZE 651 Apt Elev 651
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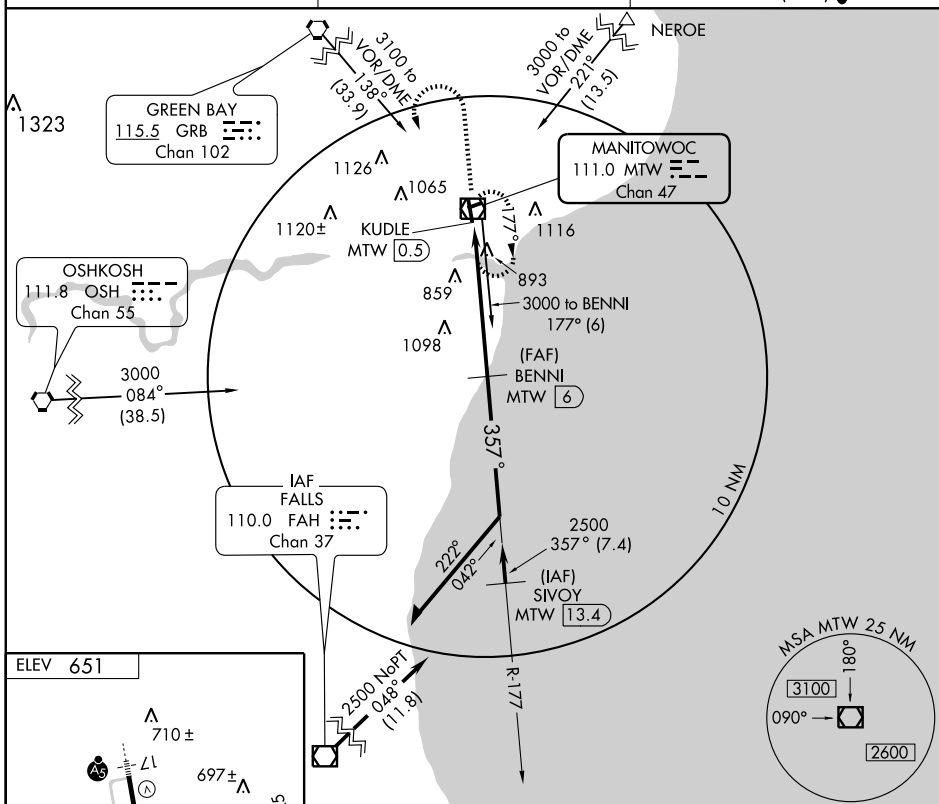
VOR/DME RWY 35
MANITOWOC COUNTY (MTW)

<p>▼ Visibility reduction by helicopters NA. VDP NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all MDA 80 feet, increase S-35 Cat. D and Circling Cats. C and D visibility ½ mile.</p> <p>▲</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MTW VOR/DME and hold.</p>
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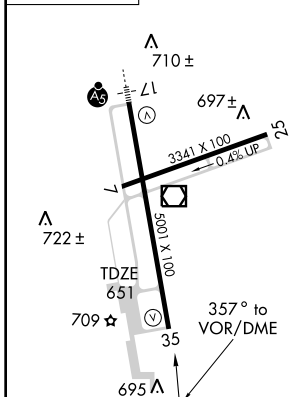
AWOS-3
111.0

GREEN BAY APP CON★
120.2 338.2


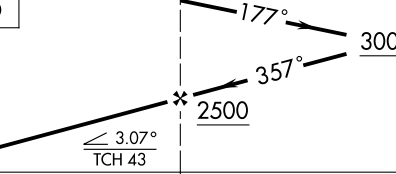
UNICOM
122.8 (CTAF) **L**



ELEV	651
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REIL Rwy 35 **L**
MIRL Rwy 7-25 **L**
HIRL Rwy 17-35 **L**

2000 ↑	3000 ↖	MTW  111.0	BENNI MTW <u>6</u>				Remain within 10 NM
VOR/ DME	KUDLE MTW <u>0.5</u>	MTW <u>1.9</u>					3000
CATEGORY			A	B	C	D	
S-35			1160-1 509 (600-1)		1160-1½ 509 (600-1½)		
CIRCLING			1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)	

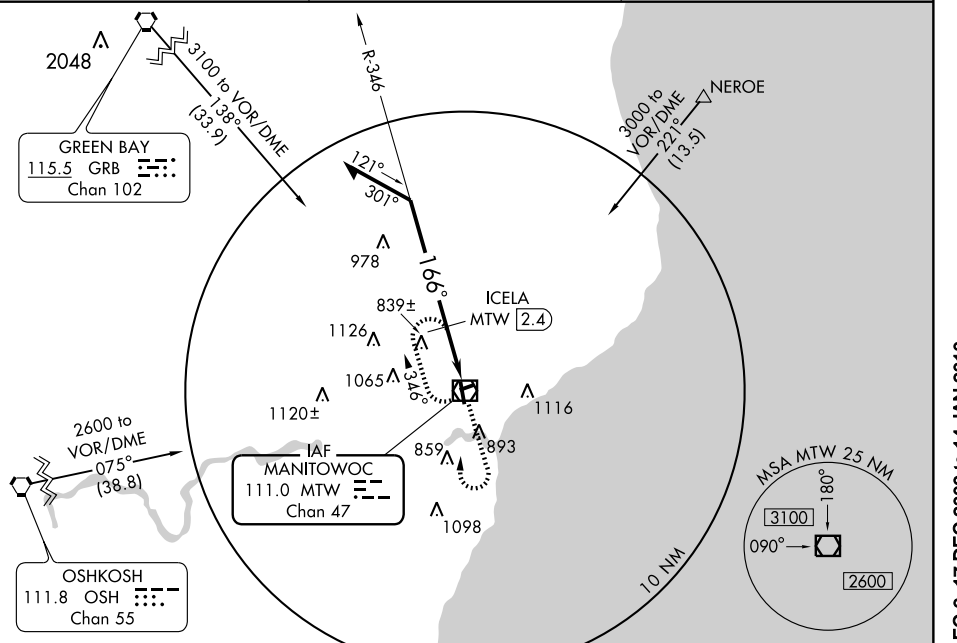
▼

▲

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MTW VOR/DME and hold.

AWOS-3 111.0	GREEN BAY APP CON★ 120.2 338.2	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

VOR/DME

2000

3000

MTW

111.0

2400

1280

ICELA MTW 2.4

1.3 NM to RWY 17

MTW 1.7

2.75°

TCH 42

0.7

1.3

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-17	1280-½	629 (700-½)	1280-1½	629 (700-1½)
CIRCLING	1280-1	629 (700-1)	1280-1¾ 629 (700-1¾)	1420-2½ 769 (800-2½)
DME MINIMUMS				
S-17	1100-½	449 (500-½)	1100-¾ 449 (500-¾)	1100-1 449 (500-1)
CIRCLING	1200-1	549 (600-1)	1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

ELEV 651

166° to VOR/DME

710±

TDZE 651

697±

3341 X 100

0.4% UP

722±

709

35

695

REIL Rwy 35

MIRL Rwy 7-25

HIRL Rwy 17-35

Knots

60

90

120

150

180

Min:Sec

EC-3.17 DEC 2009 to 14 JAN 2010

NDB MFI	APP CRS	Rwy Idg	3600
<u>391</u>	035°	TDZE	1257
		Apt Elev	1277

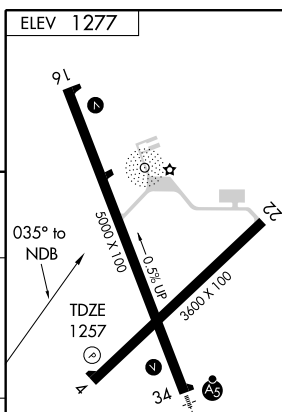
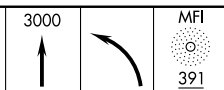
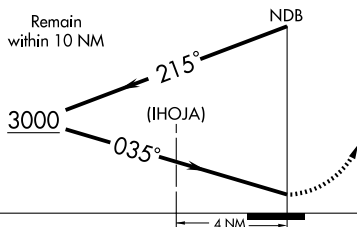
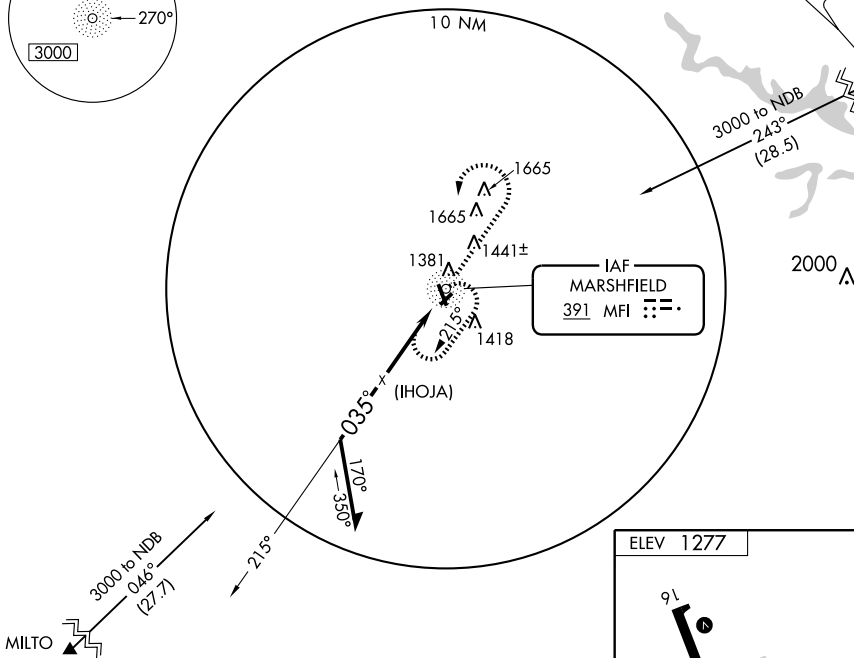
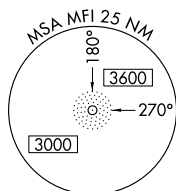
NDB or GPS RWY 4
MARSHFIELD MUNI (MFI)



MISSED APPROACH: Climb to 3000 then left turn direct MFI NDB and hold.

ASOS
121.575

MINNEAPOLIS CENTER
124.4 317.7

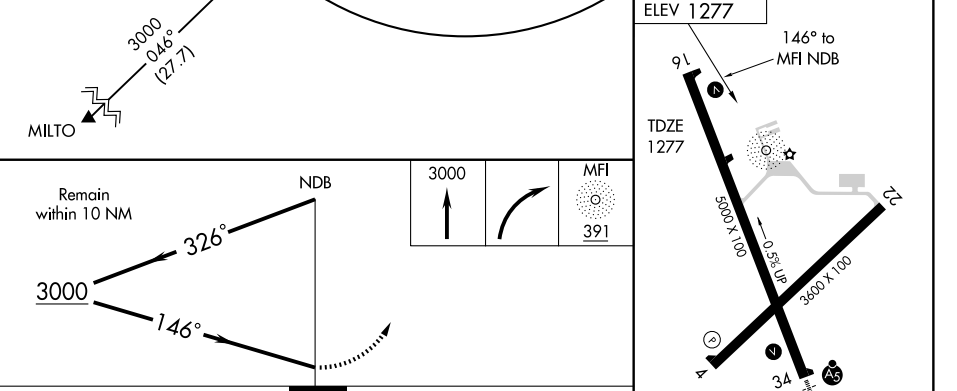
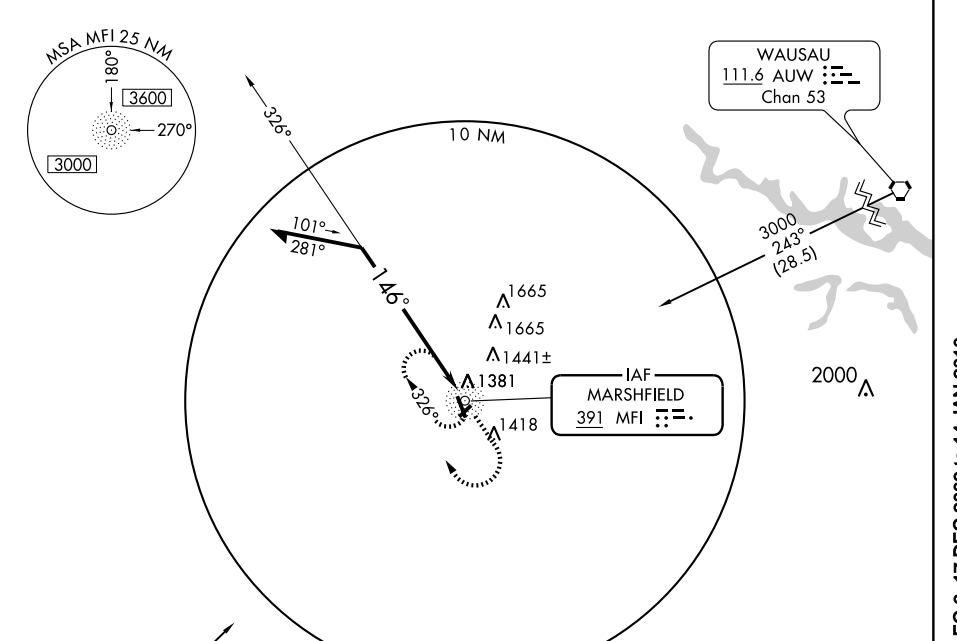
UN|COM
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
S-4	1860-1	603 (600-1)	1860-1 $\frac{3}{4}$ 603 (600-1 $\frac{3}{4}$)	1860-2 603 (600-2)
CIRCLING	1860-1	583 (600-1)	1860-1 $\frac{3}{4}$ 583 (600-1 $\frac{3}{4}$)	1860-2 583 (600-2)

REIL Rwys 4 and 16
MIRL Rwys 4-22 and 16-34 **L**

MISSED APPROACH: Climb to 3000 then right turn direct MFI NDB and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-16	1820-1	543 (600-1)	1820-1½ 543 (600-1½)	1820-1¾ 543 (600-1¾)
CIRCLING	1820-1	543 (600-1)	1820-1½ 543 (600-1½)	1840-2 563 (600-2)

REIL Rwy 4 and 16
MIRL Rwy 4-22 and 16-34 0

RNAV (GPS) RWY 16
MARSHFIELD MUNI (MFT)

WAAS CH 99501 W16A	APP CRS 159°	Rwy Idg TDZE 1277 Apt Elev 1277
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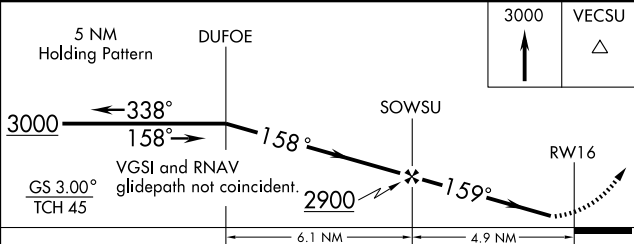
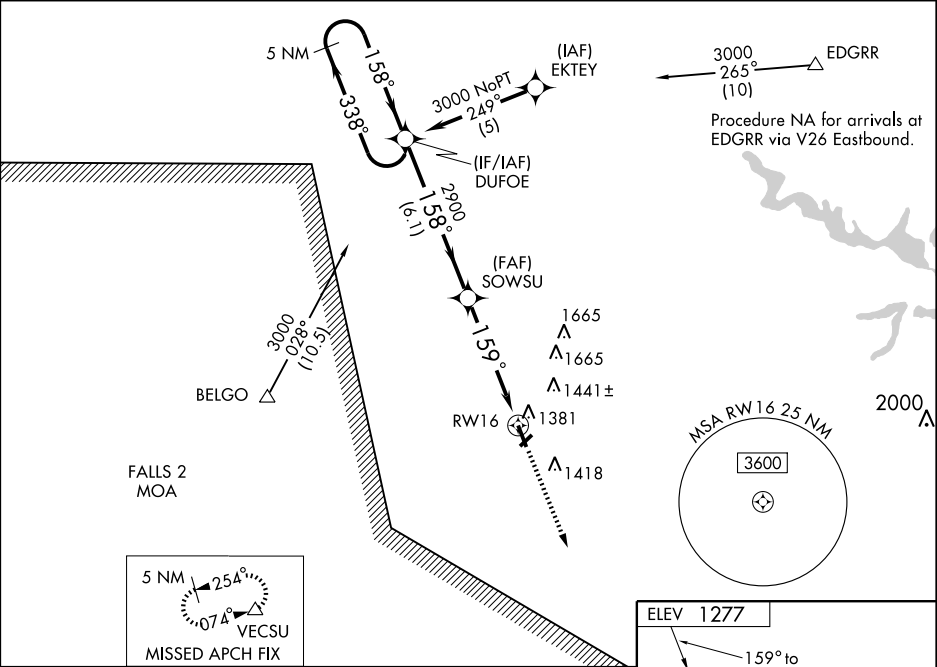
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ If local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA when using Central Wisconsin altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).

MISSED APPROACH: Climb to 3000 direct VECSU and hold.

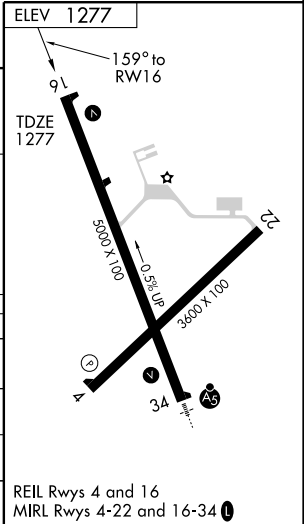
ASOS
121.575

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
123.0 (CTAF) 0




CATEGORY	A	B	C	D
LPV DA	1596-1 319 (400-1)			
LNAV/ VNAV DA	1641-1¼ 364 (400-1¼)			
LNAV MDA	1640-1 363 (400-1)			1640-1¼ 363 (400-1¼)
CIRCLING	1700-1¼ 423 (500-1¼)	1740-1¼ 463 (500-1¼)	1740-1½ 463 (500-1½)	1840-2 563 (600-2)

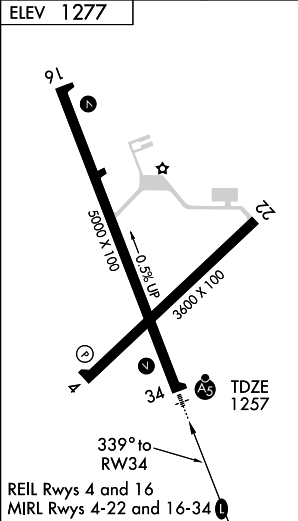
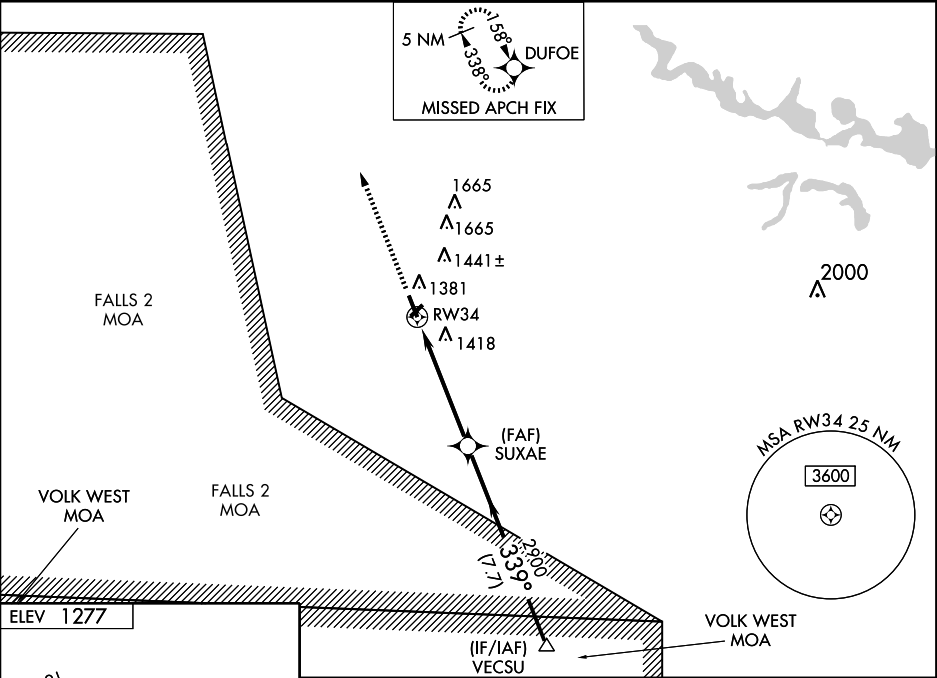



WAAS CH 58101 W34A	APP CRS 339°	Rwy Idg TDZE Apt Elev	5000 1257 1277
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RNAV (GPS) RWY 34
MARSHFIELD MUNI (MFT)

<p>For inoperative MALSR increase LPV all Cats visibility to 1, increase LNAV Cats A and B to 1 and Cat D to 1½. If local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Central Wisconsin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (115° F). DME/DME RNP-0.3 NA.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 direct DUFOE and hold.</p>
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ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF)
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<div>3000 ↑</div> <div>DUFOE </div>		<div>SUXAE</div> <div>VECSU</div>			<div>Procedure Turn NA</div> <div>2900</div> <div>GS 3.00° TCH 42</div>
<div>* LNAV Only.</div> <div>* 1.2 NM to RW34</div>		<div>339°</div> <div>2900</div>			
<div>RW34</div> <div>1.2</div> <div>3.8 NM</div> <div>7.7 NM</div>					
CATEGORY	A	B	C	D	
LPV DA	1507-¾ 250 (300-¾)				
LNAV/ VNAV DA	1717-1¼ 460 (500-1¼)				
LNAV MDA	1680-¾ 423 (500-¾)				1680-1 423 (500-1)
CIRCLING	1720-1¾ 443 (500-1¾)	1740-1¾ 463 (500-1¾)		1840-2 563 (600-2)	

▼

For inoperative MALSR, increase S-34 Cat D visibility to 1¼.

▲ NA

ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct CALIN LOM and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF)
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ELEV 1277 REIL Rwy 4 and 16 MRL Rwy 4-22 and 16-34

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

R-6904A

3000

DU

266

LOM

One Minute Holding Pattern

159°

339°

3000

2700

4.1 NM

CATEGORY	A	B	C	D
S-34	1640-½ 383 (400-½)			1640-1 383 (400-1)
CIRCLING	1700-1 423 (500-1)	1740-1 463 (500-1)	1740-1½ 463 (500-1½)	1840-2 563 (600-2)

EC-3, 17 DEC 2009 to 14 JAN 2010

NDB MDZ <u>335</u>	APP CRS 340°	Rwy Idg 4435 TDZE 1459 Apt Elev 1478
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NDB RWY 34

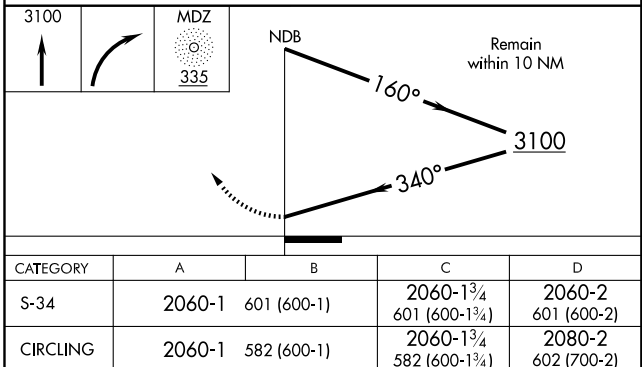
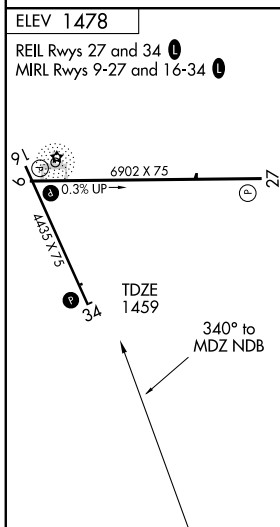
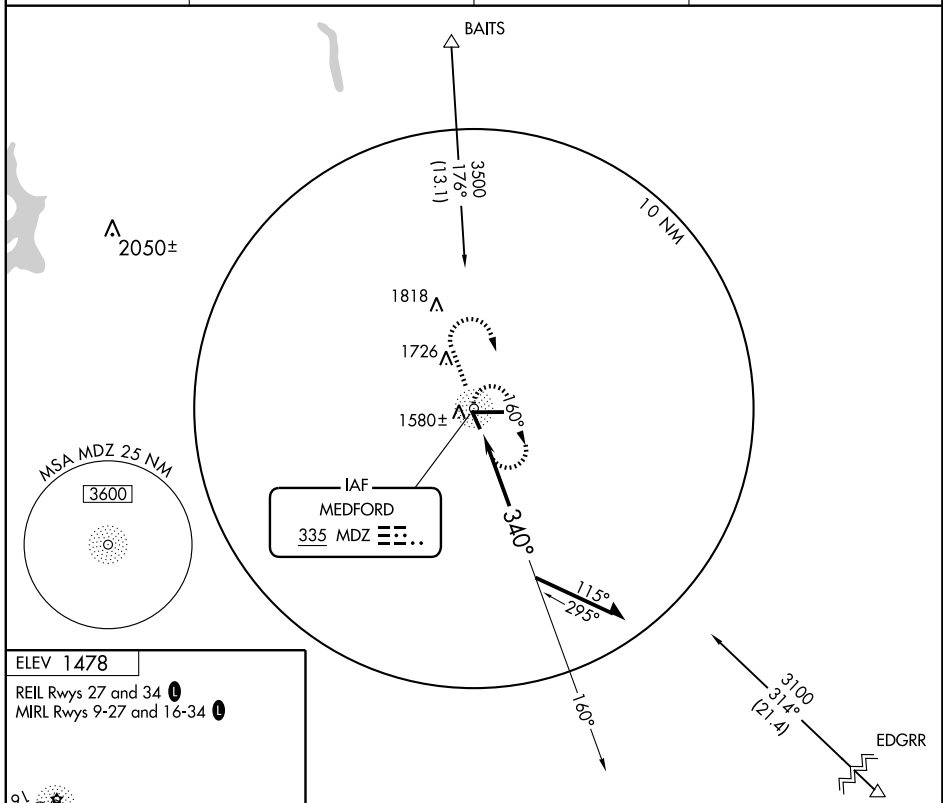
MEDFORD/TAYLOR COUNTY (MDZ)

T
A NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet, and all Cat. C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3100 then right turn direct MDZ NDB and hold.

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) ①
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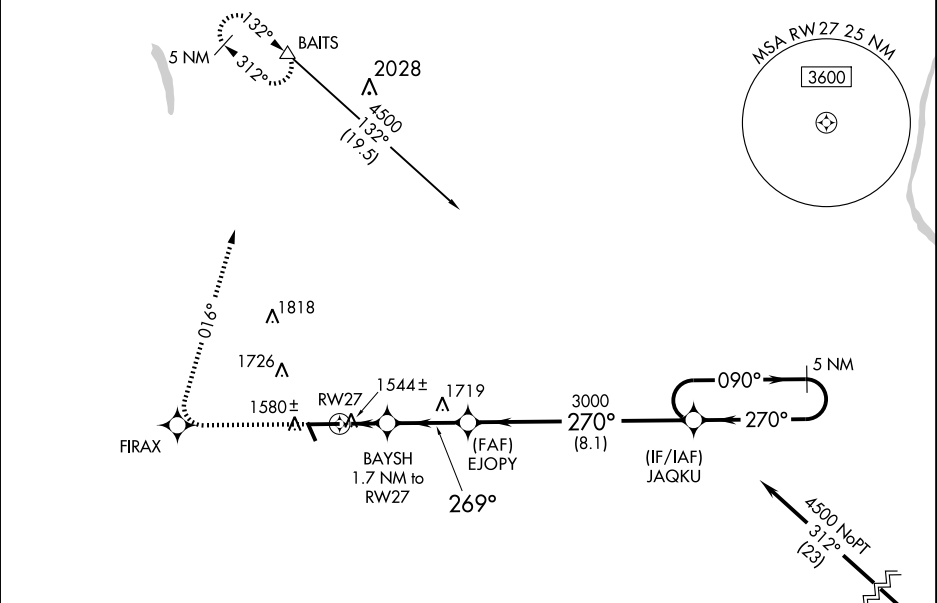
WAAS CH 66011 W27A	APP CRS 269°	Rwy Idg TDZE 6902 Apt Elev 1478
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RNAV (GPS) RWY 27
MEDFORD/ TAYLOR COUNTY (MDZ)

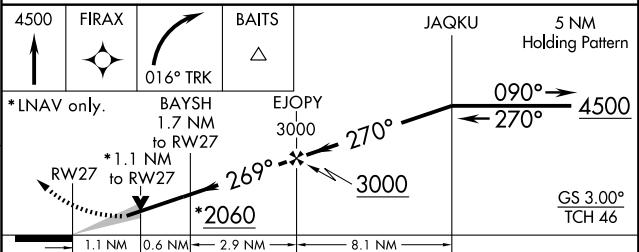
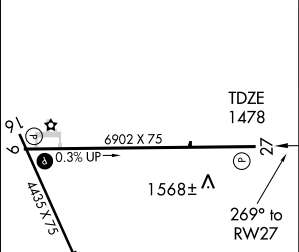
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Merrill altimeter setting and increase all DA 82 feet, and all MDA 100 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C/D, and Circling Cat. D visibilities ¼ mile. VDP and Baro-VNAV NA when using Merrill altimeter setting.

MISSED APPROACH:
Climb to 4500 direct
FIRAX and right turn
via 016° track to
BAITS and hold.

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) 1
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ELEV 1478



CATEGORY	A	B	C	D
LPV DA	1778-1	300 (300-1)		
LNAV/VNAV DA	1814-1 ¼	336 (400-1 ¼)		
LNAV MDA	1880-1 402 (500-1)	1880-1 ¼ 402 (500-1 ¼)		
CIRCLING	1940-1 462 (500-1)	1940-1 ½ 462 (500-1 ½)	2080-2 602 (700-2)	

REIL Rwy 27 and 34 1
MIRL Rwy 9-27 and 16-34 1

WAAS CH 40304 W09A	APP CRS 088°	Rwy Idg TDZE Apt Elev	5074 894 895
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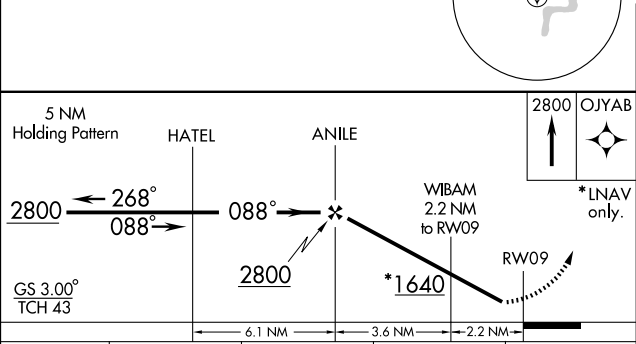
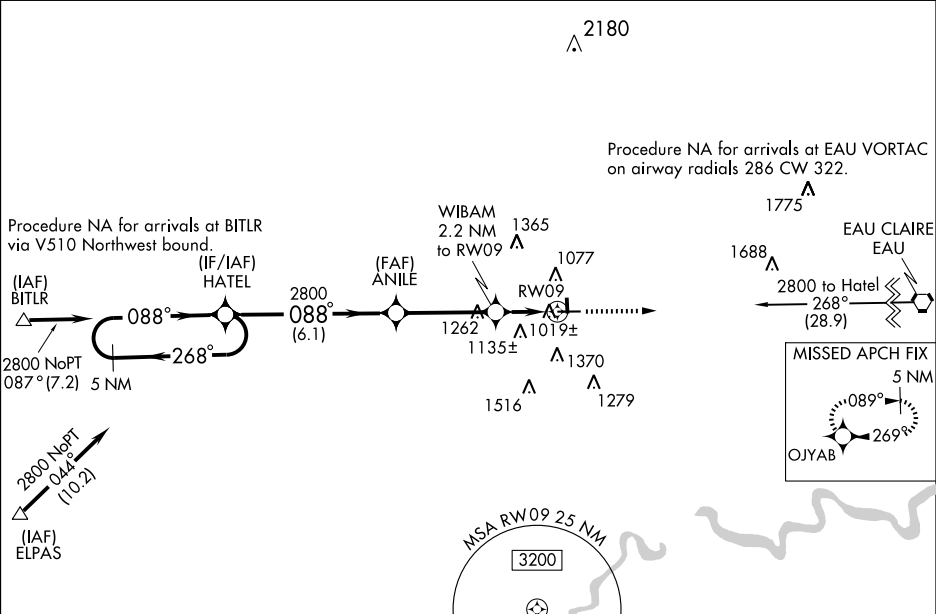
RNAV (GPS) RWY 9

MENOMONIE MUNI-SCORE FIELD (LUM)

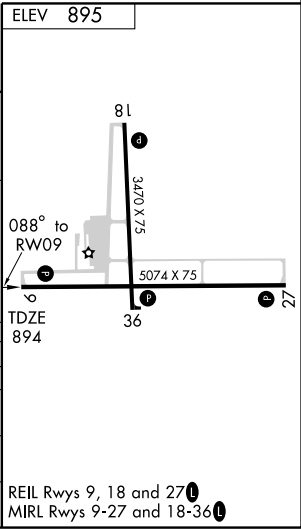
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. LNAV/VNAV minimums NA when using Chippewa Valley Rgnl altimeter setting. If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase LPV DA 41 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 direct OJYAB and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 125.3 335.6	GCO 121.725	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1193-1	299 (300-1)		NA
LNAV/VNAV DA	1279-1¼	385 (400-1¼)		NA
LNAV MDA	1360-1	466 (500-1)	1360-1¼ 466 (500-1¼)	NA
CIRCLING	1440-1	545 (600-1)	1520-1¾ 625 (700-1¾)	NA



WAAS CH 97604 W27A	APP CRS 268°	Rwy Idg TDZE Apt Elev	5074 894 895
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RNAV (GPS) RWY 27

MENOMONIE MUNI-SCORE FIELD (LUM)

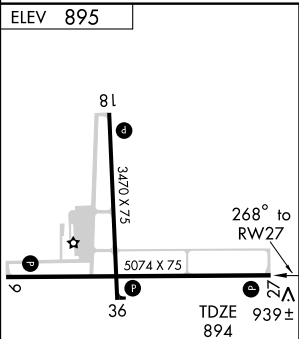
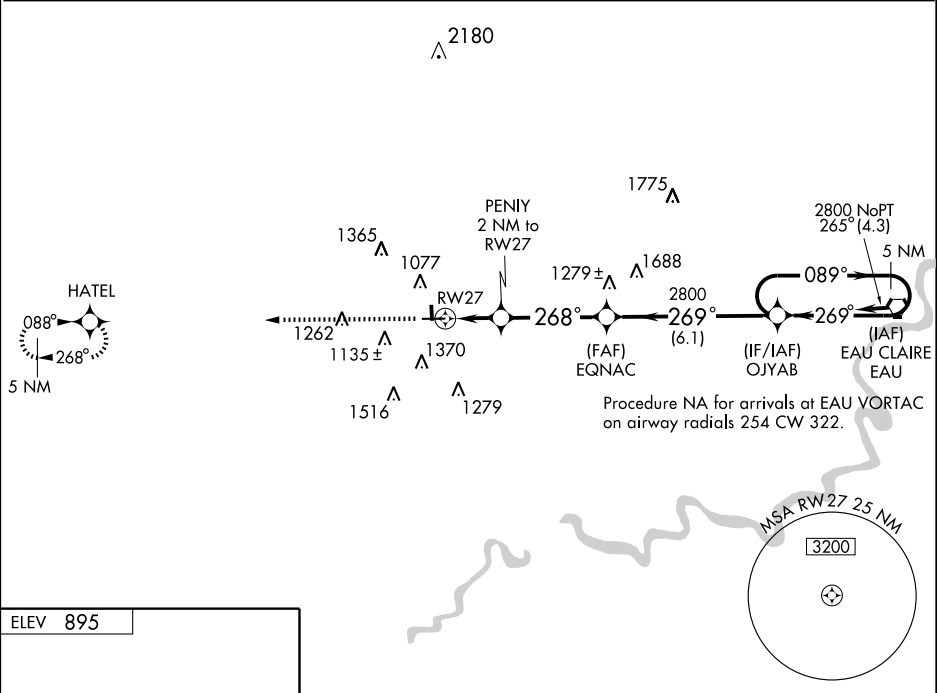
▼

▲

Baro-VNAV NA when using Chippewa Valley Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Chippewa Valley Rgnl altimeter setting. If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs 41 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 direct HATEL and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 125.3 335.6	GCO 121.725	UNICOM 122.7 (CTAF) 1
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ELEV 895	2800 HATEL	EQNAC	OJYAB	5 NM Holding Pattern
*LNAV only.	PENIY 2 NM to RW27	*1.2 NM to RW27	*1560	2800
RW27	1.2	0.9	3.8 NM	6.1 NM
TDZE 894	36	370 X 75	5074 X 75	27
REIL Rwy 9, 18 and 27 1	MIRL Rwy 9-27 and 18-36 1	DA	DA	MDA
CIRCLING	1440-1	545 (600-1)	1520-1 3/4 625 (700-1 3/4)	NA

VORTAC EAU	APP CRS	Rwy Idg	5074
112.9	265°	TDZE	894
Chan 76		Apt Elev	895

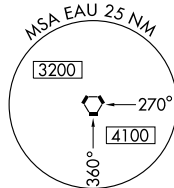
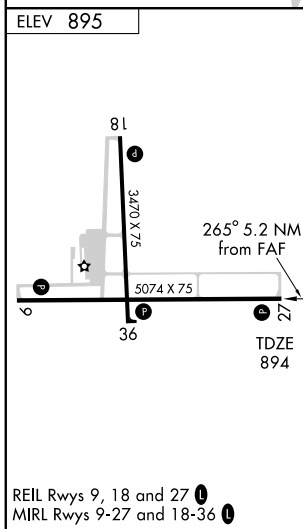
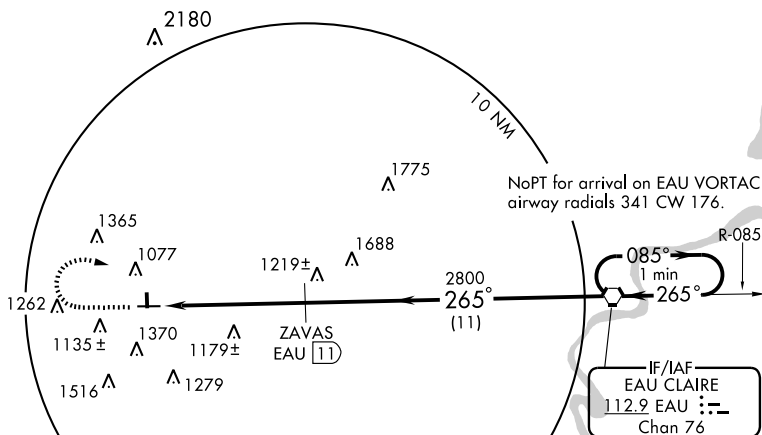
VOR/DME RWY 27

MENOMONIE MUNI-SORE FIELD (LUM)

▼ If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. VDP NA when using Chippewa Valley Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct EAU VORTAC and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 125.3 335.6	GCO 121.725	UNICOM 122.7 (CTAF) 1
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	2000	2800	EAU 112.9	ZAVAS EAU 11	VORTAC	One Minute Holding Pattern
	↑	↘	⬡	✱	→	→
			EAU 14.2	2800	265°	085° → 2800
			EAU 16.2	↘ 3.41°	← 265°	← 265°
			↘ 3.41°	TCH 40		
			2 NM	3.2 NM	11 NM	
CATEGORY	A	B	C	D		
S-27	1560-1	666 (700-1)	1560-1¾ 666 (700-1¾)	NA		
CIRCLING	1560-1	665 (700-1)	1560-1¾ 665 (700-1¾)	NA		

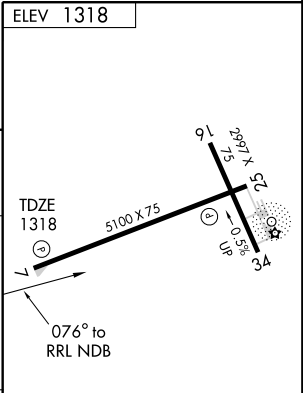
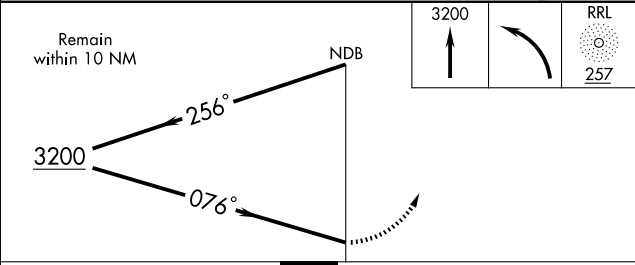
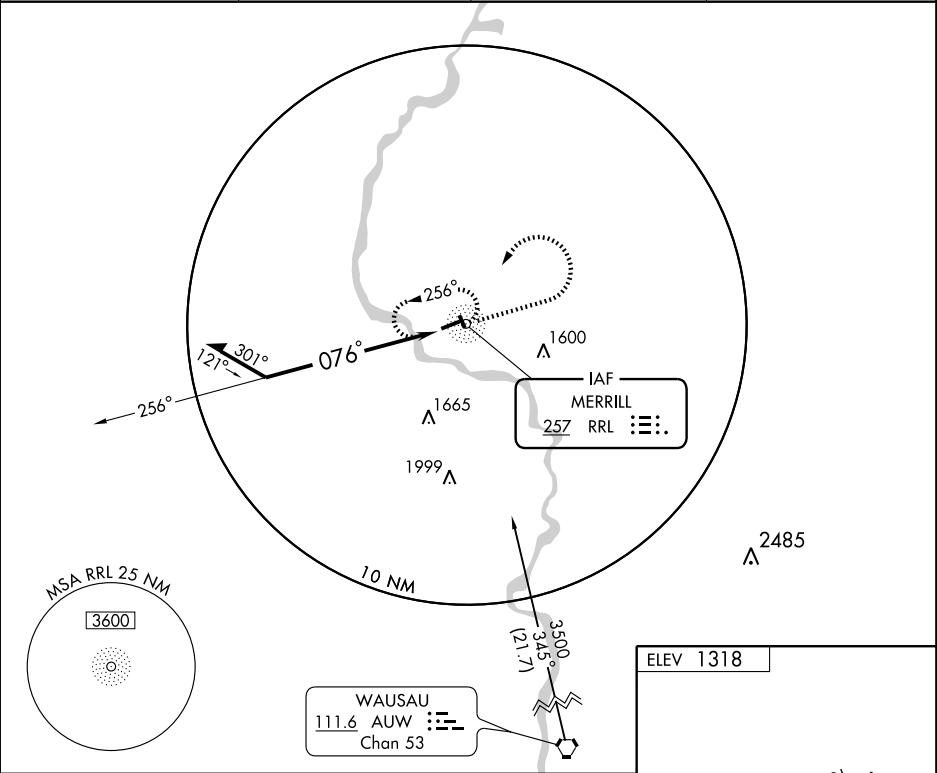
NDB RWY 7
MERRILL MUNI (RRL)

NDB RRL	APP CRS	Rwy Idg	5100
<u>257</u>	076°	TDZE	1318
		Apt Elev	1318

▽

MISSED APPROACH: Climb to 3200 then left turn direct RRL NDB and hold.

AWOS-3 119.925	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-7	1940-1	622 (700-1)	1940-1¾ 622 (700-1¾)	NA
CIRCLING	1940-1	622 (700-1)	1940-1¾ 622 (700-1¾)	NA

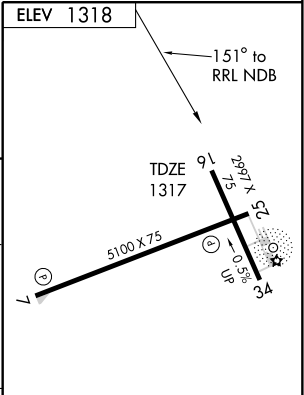
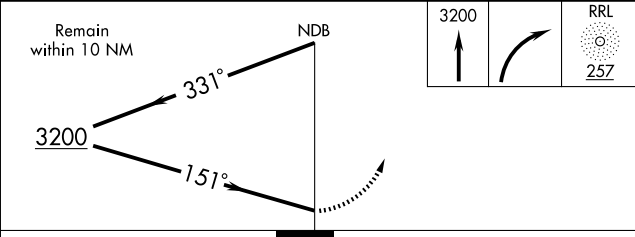
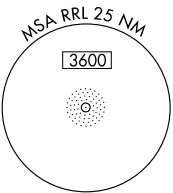
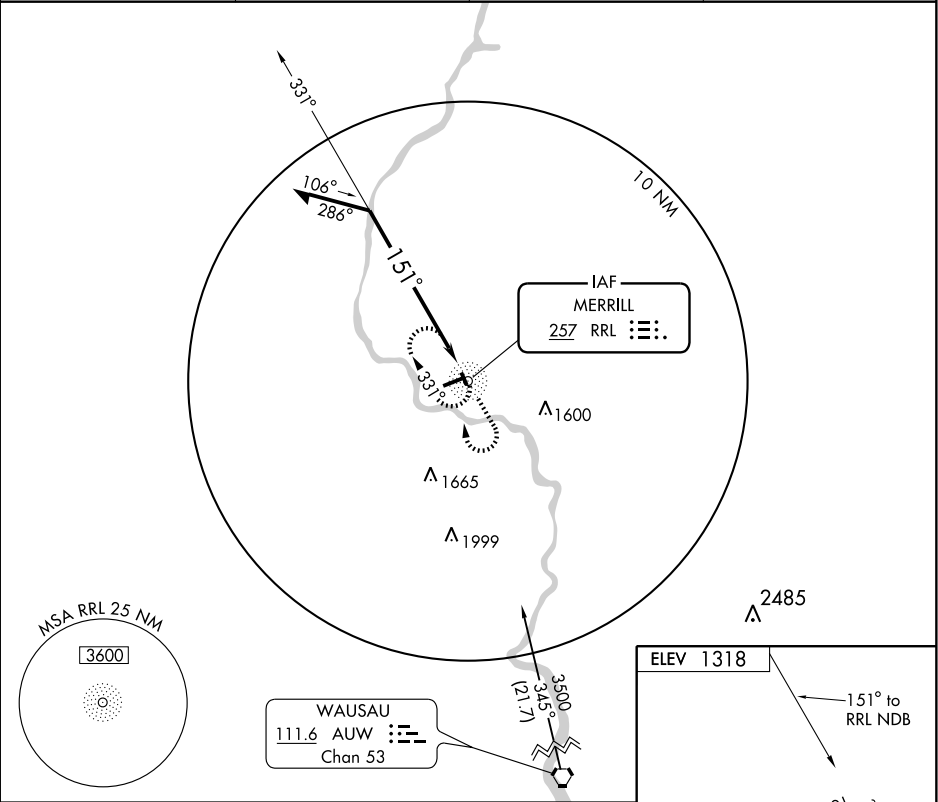
REIL Rwy 7 and 25 L					
MIRL Rwy 16-34 and 7-25 L					
Knots	60	90	120	150	180
Min:Sec					

NDB RWY 16
MERRILL MUNI (RRL)

NDB RRL 257	APP CRS 151°	Rwy Idg TDZE Apt Elev	2997 1317 1318
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MISSED APPROACH: Climb to 3200 then right turn direct RRL NDB and hold.

AWOS-3 119.925	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D	REIL Rwy 7 and 25 1 MIRL Rwy 16-34 and 7-25 1
S-16	2040-1 723 (800-1)		2040-2 723 (800-2)	NA	
CIRCLING	2040-1 722 (800-1)		2040-2 722 (800-2)	NA	
					Knots 60 90 120 150 180 Min:Sec

WAAS
CH **70604**
W07A

APP CRS
069°

Rwy Idg
TDZE
Apt Elev

5100
1318
1318

✚

Circling to Rwy 16-34 NA at night. Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. VDP NA when using Wausau altimeter setting.

⚠

If local altimeter setting not received, use Wausau altimeter setting, increase all DAs 55 feet and all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH:

Climb to 3500 direct FOROG and hold.

AWOS-3 119.925	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at AUV
VORTAC via airway radials 271 CW 005.

ELEV 1318

CATEGORY	A	B	C	D
LPV DA	1635-1¼	317 (400-1¼)		NA
LNAV/VNAV DA	1754-1½	436 (500-1½)		NA
LNAV MDA	1700-1	382 (400-1)		NA
CIRCLING	1760-1 442 (500-1)	1780-1 462 (500-1)	1780-1½ 462 (500-1½)	NA

REIL Rwy 7 and 25 **0**

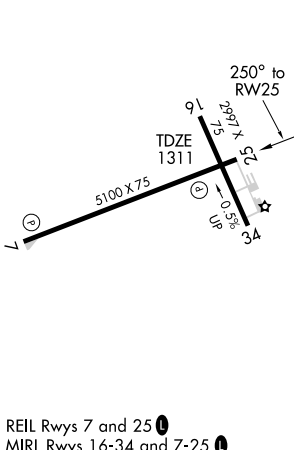
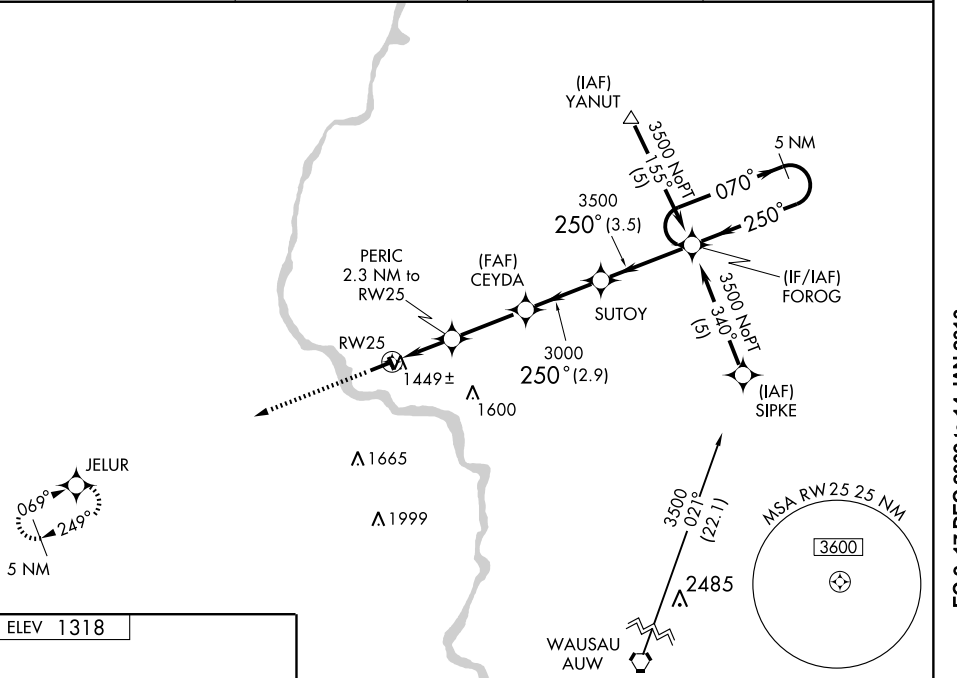
MIRL Rwy 16-34 and 7-25 **0**

EC-3.17 DEC 2009 to 14 JAN 2010

⚠ Circling to Rwy 16-34 NA at night. Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Wausau altimeter setting. If local altimeter setting not received, use Wausau altimeter setting, increase all DAs 55 feet; increase all MDAs 60 feet.

MISSED APPROACH:
Climb to 3500 direct JELUR and hold.

AWOS-3 119.925	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) 1
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	3500	JELUR					5 NM Holding Pattern
	*LNAV only.		PERIC 2.3 NM to RW25	CEYDA	SUTOY	FOROG	070° → 3500 ← 250°
			*1.1 NM to RW25	*2060	3000		GS 3.00° TCH 40
	1.1 NM	1.2	2.8 NM	2.9 NM	3.5 NM		
CATEGORY	A		B		C		D
LPV DA	1640-1¼		329 (400-1¼)				NA
LNAV/VNAV DA	1719-1½		408 (500-1½)				NA
LNAV MDA	1700-1		389 (400-1)				NA
CIRCLING	1760-1 442 (500-1)		1780-1 462 (500-1)		1780-1½ 462 (500-1½)		NA

REIL Rwy 7 and 25 1
MIRL Rwy 16-34 and 7-25 1

LOC/DME I-CFQ 110.35 Chan 40 (Y)	APP CRS 101°	Rwy Idg TDZE Apt Elev 4000 928 928
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LOC/DME RWY 10

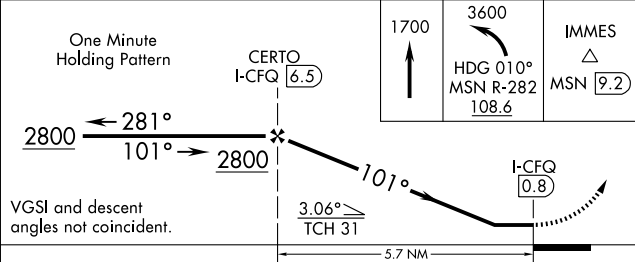
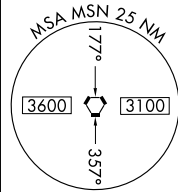
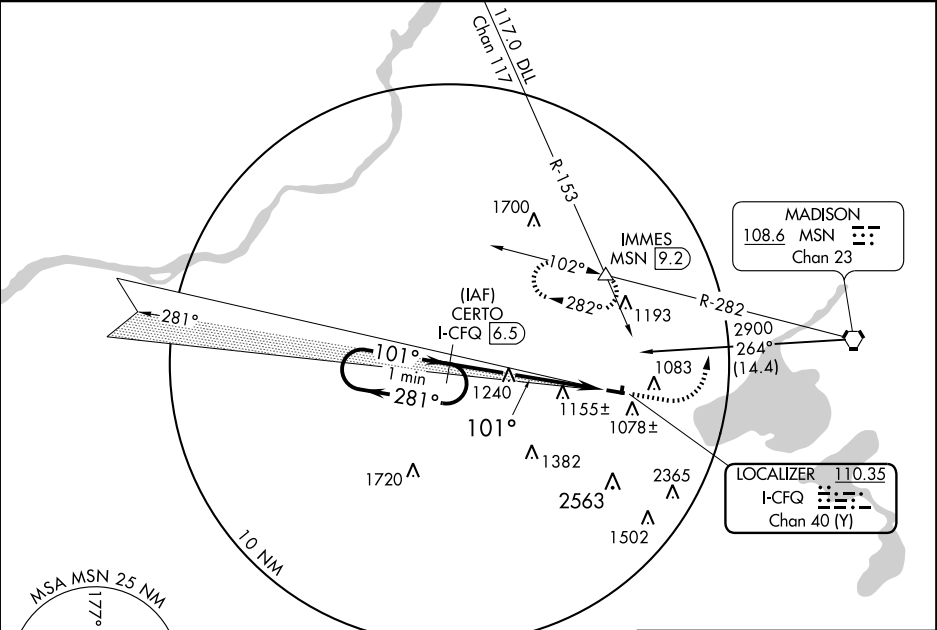
MIDDLETON MUNI - MOREY FIELD (C29)

▼ Visibility reduction by helicopters NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all MDA 60 feet, and increase S-10 Cat. C visibility ¼ mile.

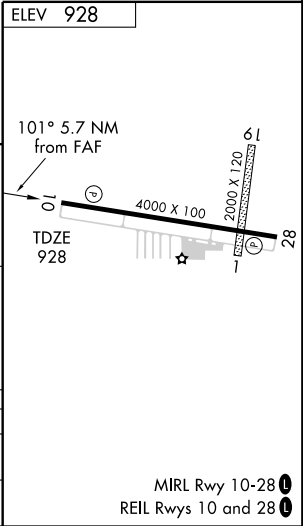
▲ NA

MISSED APPROACH: Climb to 1700 then climbing left turn to 3600 via heading 010° and MSN VORTAC R-282 to IMMES Int/MSN 9.2 DME and hold, continue climb-in-hold to 3600.

DANE COUNTY RGNL ATIS 124.65 278.3	MADISON APP CON★ 135.45 343.7	GCO 121.725	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
S-10	1580-1	652 (700-1)	1580-1¾ 652 (700-1¾)	NA
CIRCLING	1580-1 652 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA



WAAS CH 62912 W10A	APP CRS 101°	Rwy Idg TDZE Apt Elev	4000 928 928
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RNAV (GPS) RWY 10

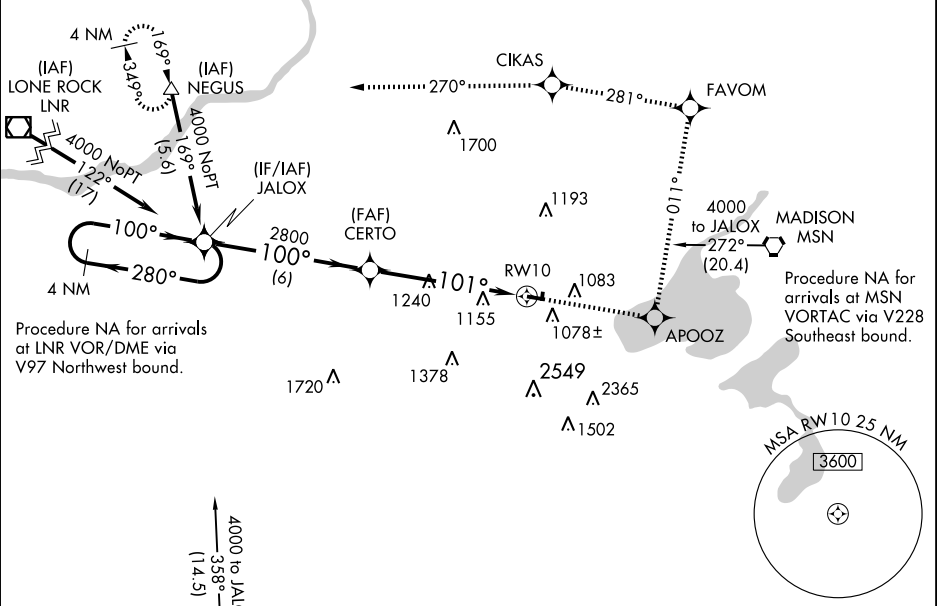
MIDDLETON MUNI - MOREY FIELD (C29)

NA

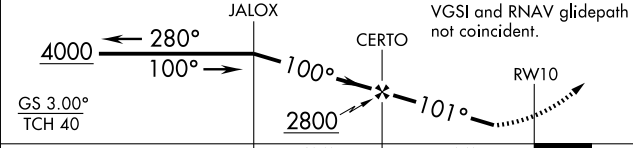
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct APOOZ and via 011° track to FAVOM and via 281° track to CIKAS and via 270° track to NEGUS and hold.

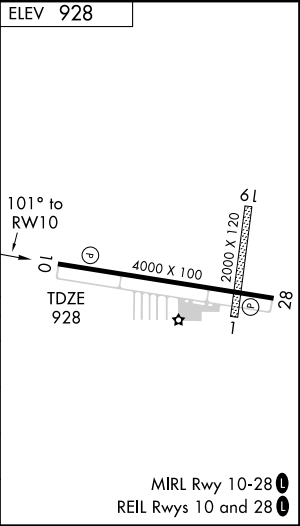
DANE COUNTY RGNL ATIS 124.65 278.3	MADISON APP CON★ 135.45 343.7	GCO 121.725	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern	4000 APOOZ	011° TRK	FAVOM	281° TRK	CIKAS	270° TRK	NEGUS
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CATEGORY	A	B	C	D
LPV DA	1450-1¾	522 (600-1¾)		NA
LNAV/VNAV DA	1559-2¼	631 (700-2¼)		NA
LNAV MDA	1580-1	652 (700-1)	1580-1¾ 652 (700-1¾)	NA
CIRCLING	1580-1 652 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA



MIRL Rwy 10-28
REIL Rwy 10 and 28

WAAS CH 82404 W28A	APP CRS 281°	Rwy Idg TDZE Apt Elev	4000 928 928
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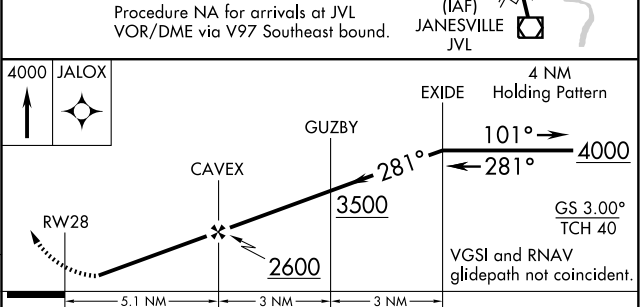
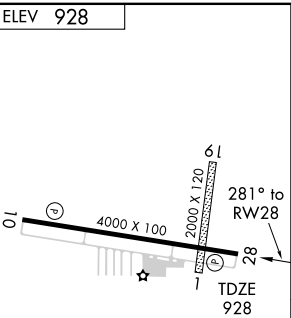
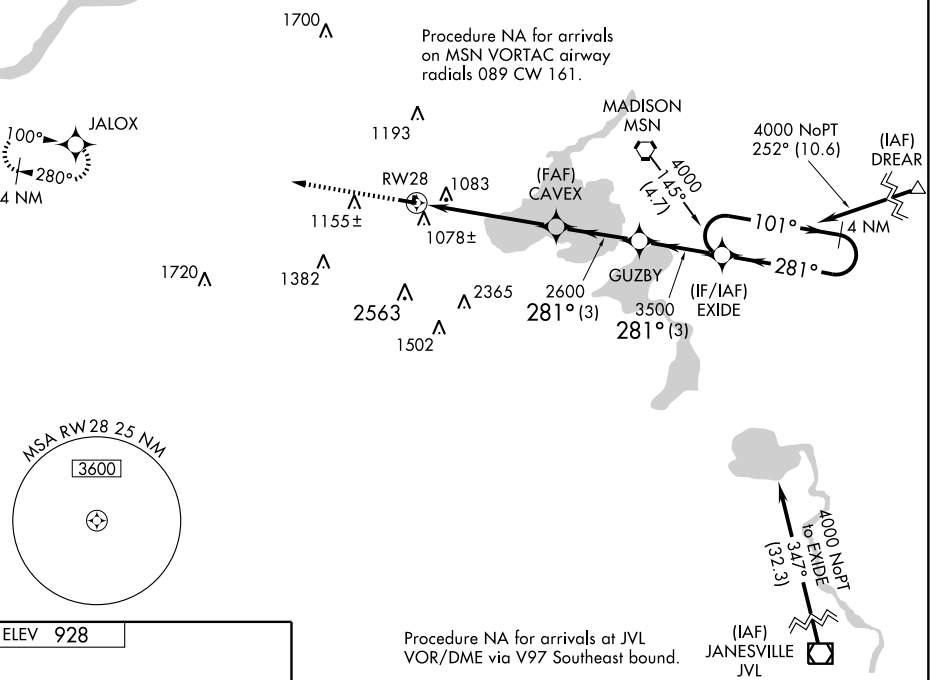
RNAV (GPS) RWY 28

MIDDLETON MUNI - MOREY FIELD (C29)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH:
Climb to 4000 direct JALOX and hold.

DANE COUNTY RGNL ATIS 124.65 278.3	MADISON APP CON★ 135.45 343.7	GCO 121.725	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1326-1½	398 (400-1½)		NA
LNAV/VNAV DA	1442-1¾	514 (600-1¾)		NA
LNAV MDA	1480-1	552 (600-1)	1480-1½ 552 (600-1½)	NA
CIRCLING	1560-1 632 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

MIRL Rwy 10-28
REIL Rwy 10 and 28

VORTAC MSN <u>108.6</u> Chan 23	APP CRS 076°	Rwy Idg 4000 TDZE 928 Apt Elev 928
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VOR RWY 10
MIDDLETON MUNI - MOREY FIELD (C29)

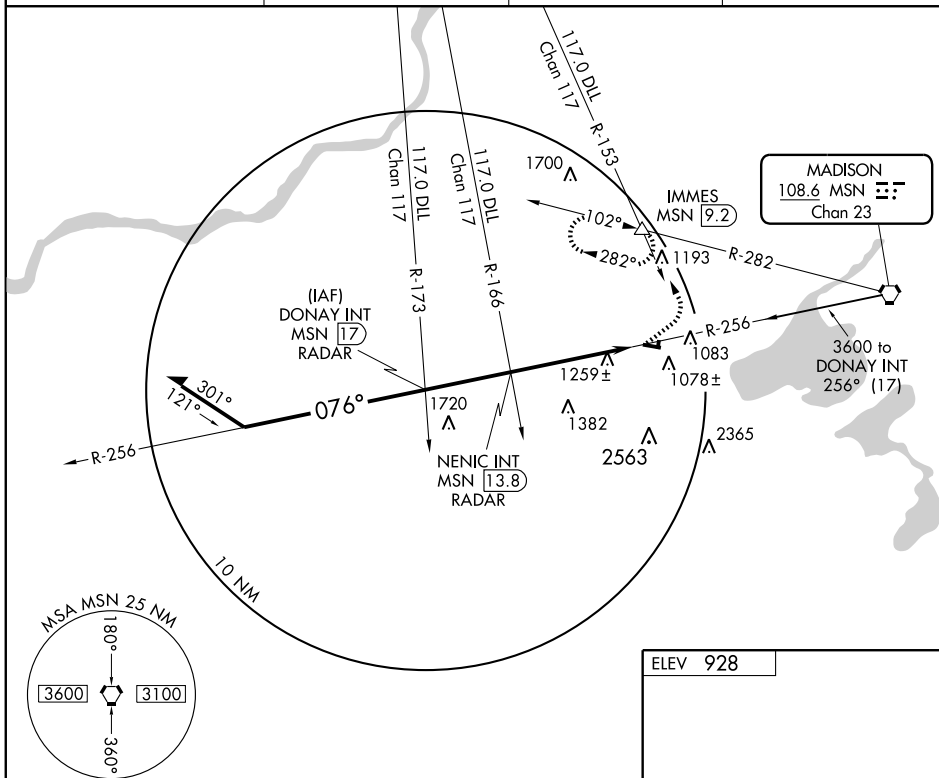
T Use Dane County Rgnl-Truax Field altimeter
A NA setting, if not received use Baraboo Wisconsin Dells
altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3500 via heading 050° and MSN R-282 to IMMES Int/9.2 DME and hold, continue climb-in hold to 3500.

DANE COUNTY RGNL ATIS
124.65 278.3

MADISON APP CON★
135.45 343.7

GCO
121,725

UNICOM
123.0 (CTAF) **L**

EC-3, 17 DEC 2009 to 14 JAN 2010

Remain
within 10 NM

DONAY INT
MSN 17
RADAR

NENIC INT
MSN 13.8
RADAR

3500
HDG 050°
ASN R-28
108.6

IMMES
△
MSN 9.2

3500

o

MSI

VGSI and descent
angles not coincident.



2500 | 3.01°
TCH 32
1 NM → 4.8

ELEV 928

TDZE

076° 7.9 NM
from FAF

MIRL Rwy 10-28 **L**
REIL Rwys 10 and 28 **L**

CATEGORY	A	B	C	D	MIRL Rwy 10-28 					
					REIL Rwy 10 and 28 					
S-10	1540-1	612 (700-1)	1540-1 ³ / ₄ 612 (700-1 ³ / ₄)	NA	FAF to MAP 7.9 NM					
CIRCLING	1560-1 632 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA	Knots	60	90	120	150	180
						Min:Sec	7:54	5:16	3:57	3:10

VORTAC MSN 108.6 Chan 23	APP CRS 254°	Rwy Idg TDZE Apt Elev 4000 928 928
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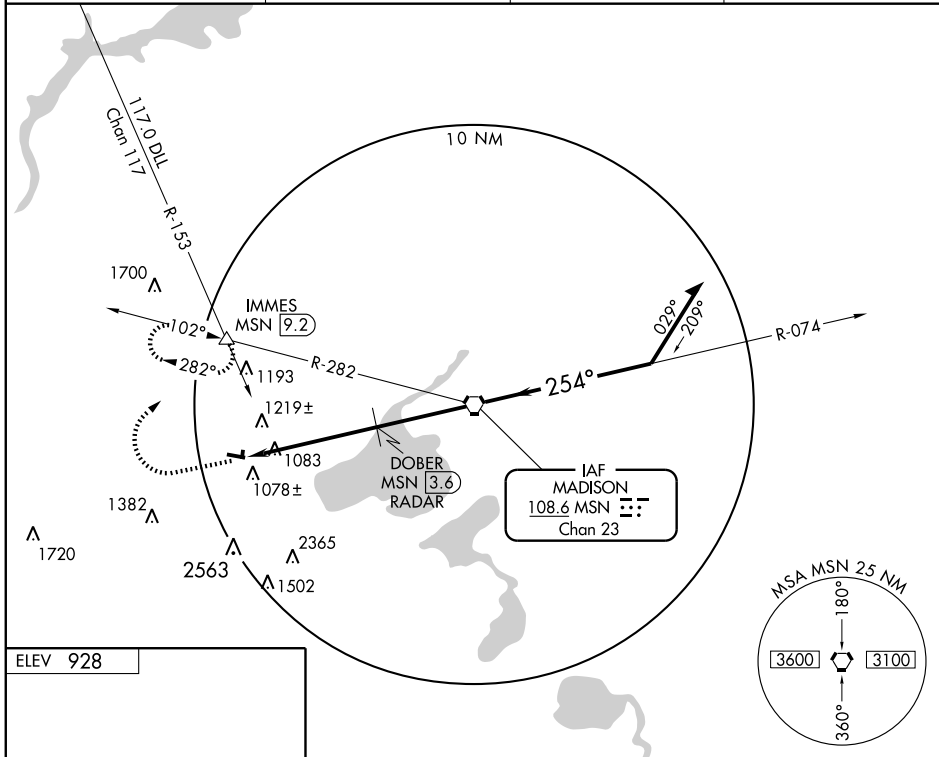
VOR RWY 28

MIDDLETON MUNI - MOREY FIELD (C29)

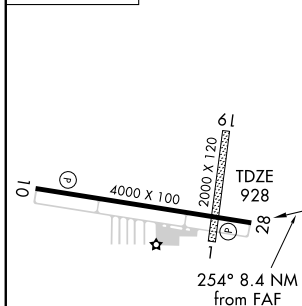
Use Dane County Rgnl-Truax Field altimeter setting, if not received use Baraboo Wisconsin Dells altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 via heading 020° and MSN R-282 to IMMES Int/9.2 DME and hold.

DANE COUNTY RGNL ATIS 124.65 278.3	MADISON APP CON★ 135.45 343.7	GCO 121.725	UNICOM 123.0 (CTAF)
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ELEV 928



MIRL Rwy 10-28

REIL Rwy 10 and 28

FAF to MAP 8.4 NM					
Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48

CATEGORY	A		B		C	D
	1500-1		572 (600-1)		1500-1½ 572 (600-1½)	NA
CIRCLING	1560-1 632 (700-1)		1600-1 672 (700-1)		1600-2 672 (700-2)	NA

D

JANUARY 2005
ANNUAL RATE
OF CHANGE
0.1° W

- 42° 57' N

CONTROL
TOWER —
887

FIELD
ELEV

**CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.**

RWY 1L-19R
S100, D185, ST175, DT350
RWY 1R-19L
S85, D115, ST146, DT180
RWY 7L-25R
S30, D35, DT55
RWY 7R-25L
S100, D185, ST175, DT350
RWY 13-31
S80, D110, ST139, DT170

EC-3, 17 DEC 2009 to 14 JAN 2010

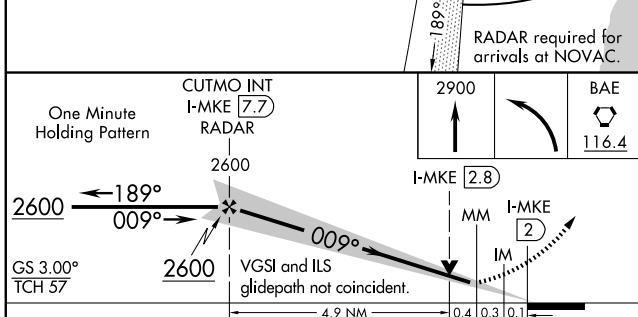
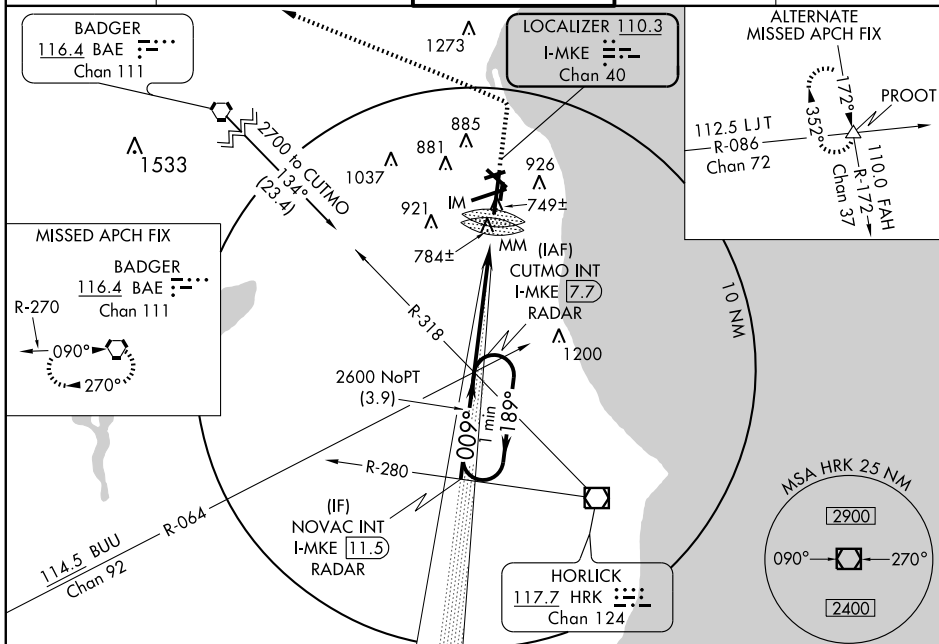
87°55'W

87° 54' W

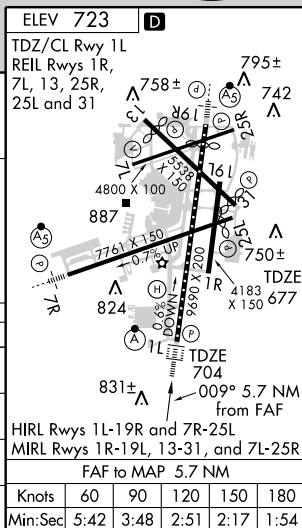
87°53'W

LOC/DME I-MKE 110.3 Chan 40	APP CRS 009°	Rwy 1L Idg 9690 TDZE 704 Apt Elev 723	Rwy 1R Idg 4183 TDZE 677 Apt Elev 723	ILS or LOC RWY 1L MILWAUKEE/GENERAL MITCHELL INTL (MKE)
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<div>▼</div> <div>For inoperative ALSF-2, increase S-LOC 1L Cat D visibility to RVR 5000.</div>		<div>ALSF-2 Rwy 1L</div> <div><div><div>A</div></div><div><div><div></div><div></div><div></div></div></div></div>	<div>MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.</div>		
<div>ATIS</div> <div>126.4</div>	<div>MILWAUKEE APP CON</div> <div>126.5 307.0</div>	<div>MILWAUKEE TOWER</div> <div>119.1 325.8</div>	<div>GND CON</div> <div>121.8 263.125</div>	<div>CLNC DEL</div> <div>120.8</div>	



CATEGORY	A	B	C	D
S-ILS 1L	904/18 200 (200-½)			
S-LOC 1L	1040/24 336 (400-½)			1040/40 336 (400-¾)
SIDESTEP 1R	1040-1 363 (400-1)	1040-1½ 363 (400-1½)		1040-2 363 (400-2)
CIRCLING	1240-1 517 (600-1)	1240-1½ 517 (600-1½)		1280-2 557 (600-2)



LOC/DME I-GMF

111.5

Chan 52

APP CRS

074°

Rwy Idg

7761

TDZE

723

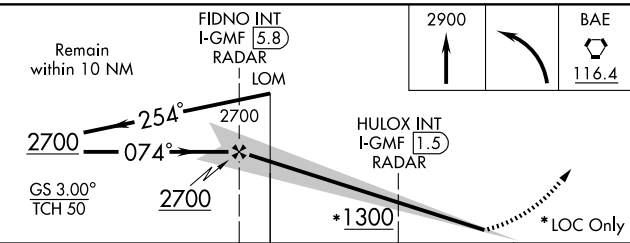
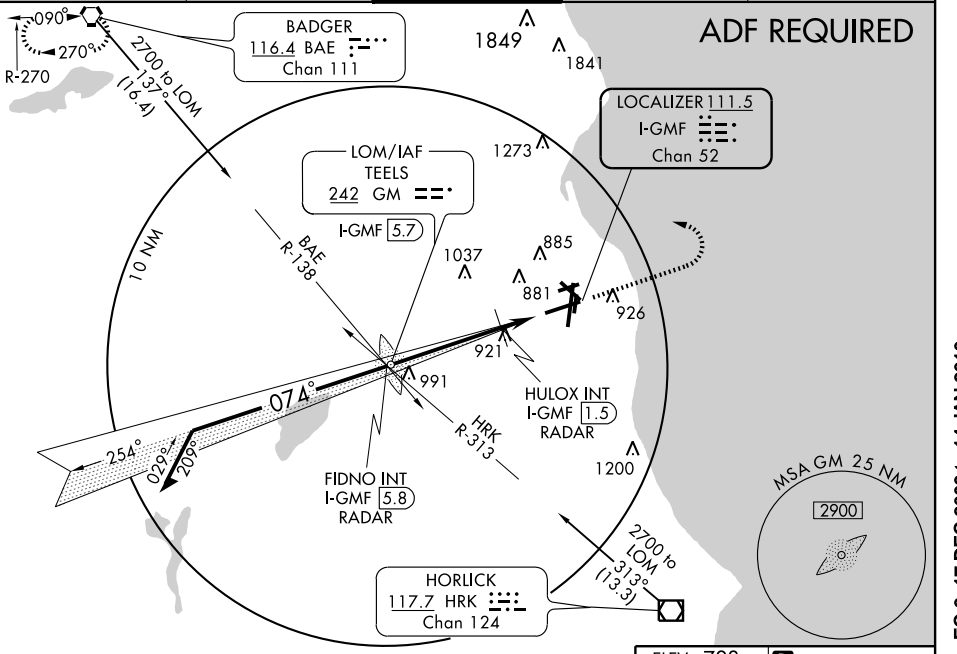
Apt Elev

723

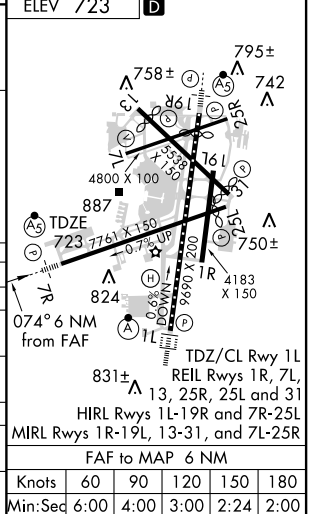
MALS

MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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CATEGORY	A	B	C	D
S-ILS 7R	** 923/24 200 (200-½)			
S-LOC 7R	1300/24 577 (600-½)	1300/50 577 (600-1)	1300/60 577 (600-1¼)	
CIRCLING	1300-1 577 (600-1)	1300-1½ 577 (600-1½)	1300-2 577 (600-2)	
HULOX FIX MINIMUMS				
S-LOC 7R	1180/24 457 (500-½)	1180/40 457 (500-¾)	1180/50 457 (500-1)	
CIRCLING	1240-1 517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)	



▽

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR Rwy 19R

MISSED APPROACH: Climb to 2800 then right turn direct BAE VORTAC and hold.

ATIS

126.4

MILWAUKEE APP CON

126.5 307.0

MILWAUKEE TOWER

119.1 325.8

GND CON

121.8 263.125

CLNC DEL

120.8

ADF REQUIRED

ELEV 723

TDZ/CL Rwy 1L
REIL Rws 1R,
7L, 13, 25R,
25L and 31

189°
6.4 NM
from FAF

TDZE 672

795±

742

TDZE 674

750±

4183

831±

HIRL Rws 1L-19R
and 7R-25L

MIRL Rws 1R-19L, 13-31, and 7L-25R

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

2800

BAE

116.4

OMOG INT

LOM

2800

1540

2.5 NM

3.9 NM

Remain within 10 NM

009°

189°

2900

GS 3.00°

TCH 54

CATEGORY	A	B	C	D
S-ILS 19R	*872/24 200 (200-½)			
S-LOC 19R	1160/24 488 (500-½)	1160/40 488 (500-¾)	1160/50 488 (500-1)	1160/50 488 (500-1)
SIDESTEP 19L	1160-1 486 (500-1)	1160-1½ 486 (500-1½)	1160-2 486 (500-2)	1160-2 486 (500-2)
CIRCLING	1240-1 517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)	1280-2 557 (600-2)

EC-3, 17 DEC 2009 to 14 JAN 2010

ILS RWY 1L (CAT II)
MILWAUKEE/GENERAL MITCHELL INTL (MKE)

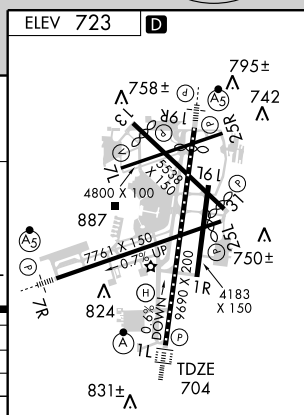
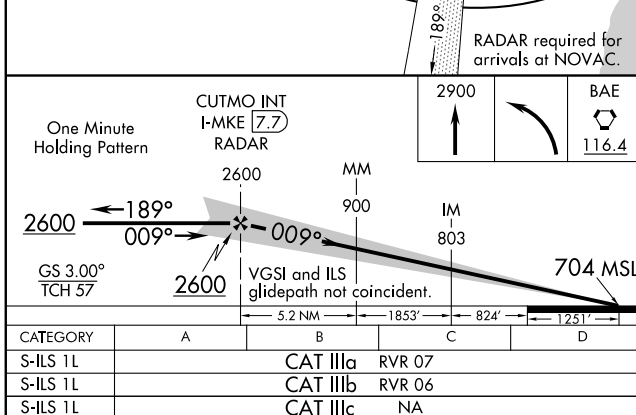
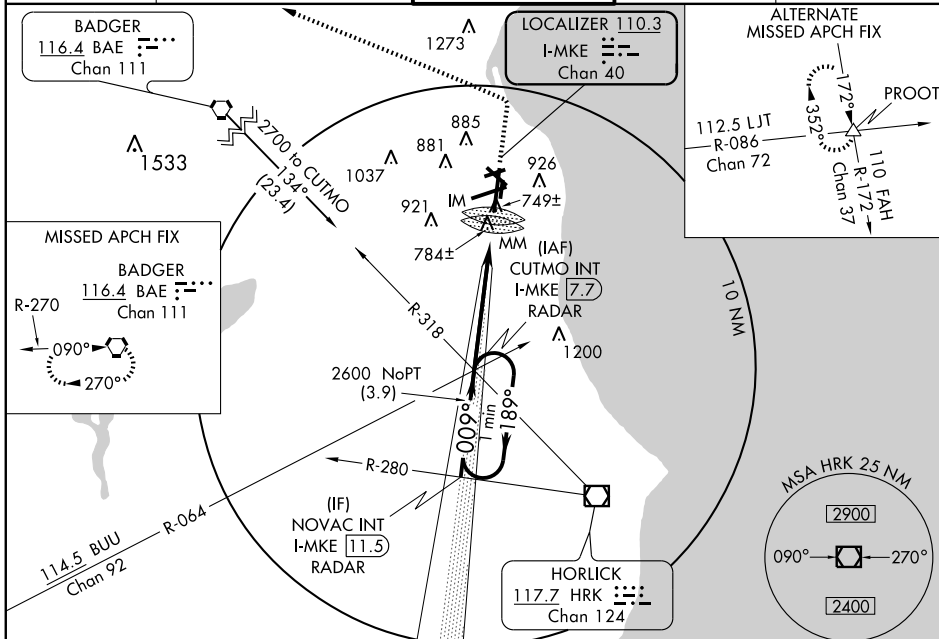
[illegible][illegible]

LOC/DME I-MKE 110.3 Chan 40	APP CRS 009°	Rwy 1L Idg 9690 TDZE 704 Apt Elev 723
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ILS RWY 1L (CAT III)

MILWAUKEE/GENERAL MITCHELL INTL (MKE)

		ALSIF-2 Rwy 1L 	MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.	
ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 1L
REIL Rwy 1R, 7L,
13, 25R, 25L and 31
HIRL Rwy 1L-19R and 7R-25L
MIRL Rwy 1R-19L, 13-31, and 7L-25R

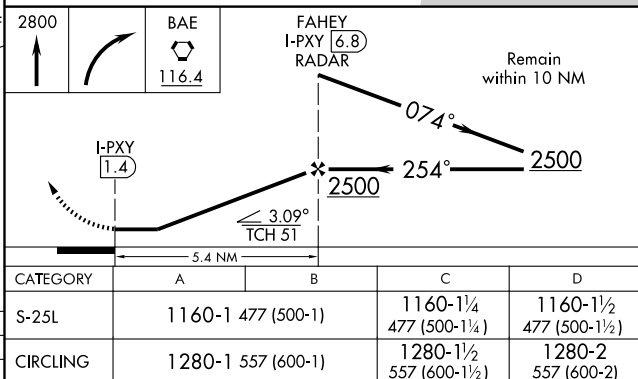
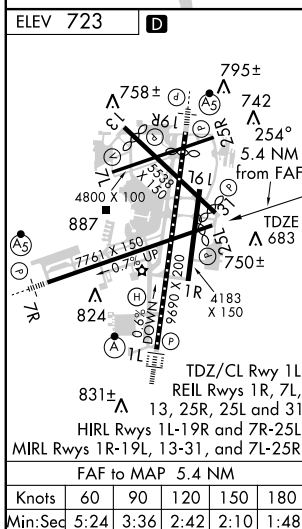
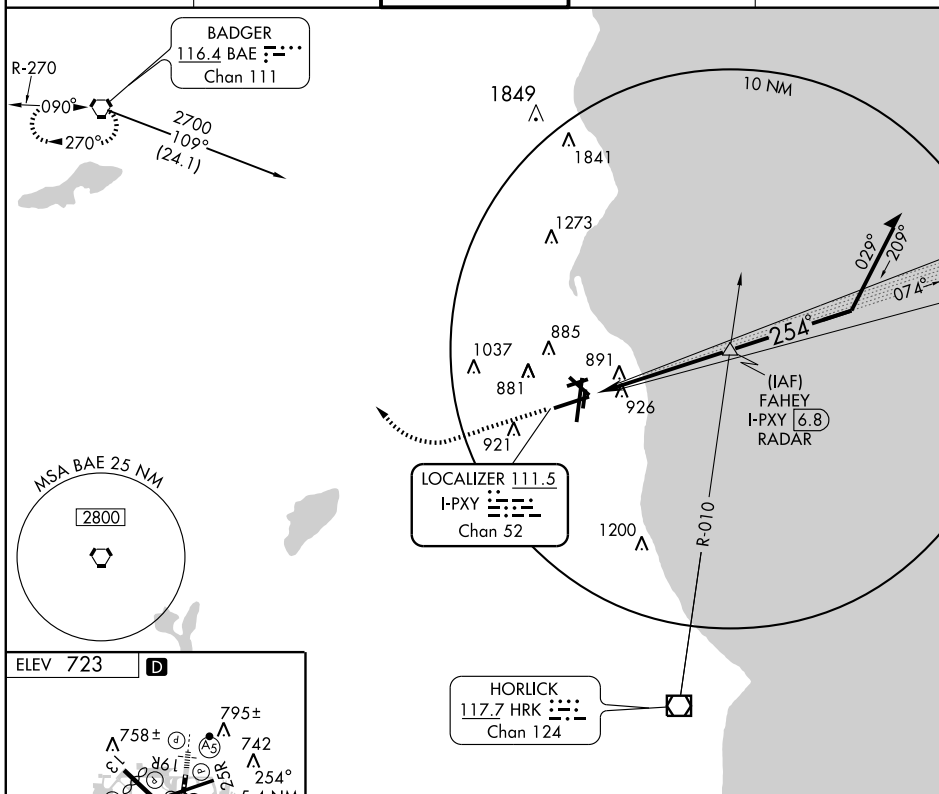
LOC/DME I-PXY 111.5 Chan 52	APP CRS 254°	Rwy Idg TDZE Apt Elev	7329 683 723
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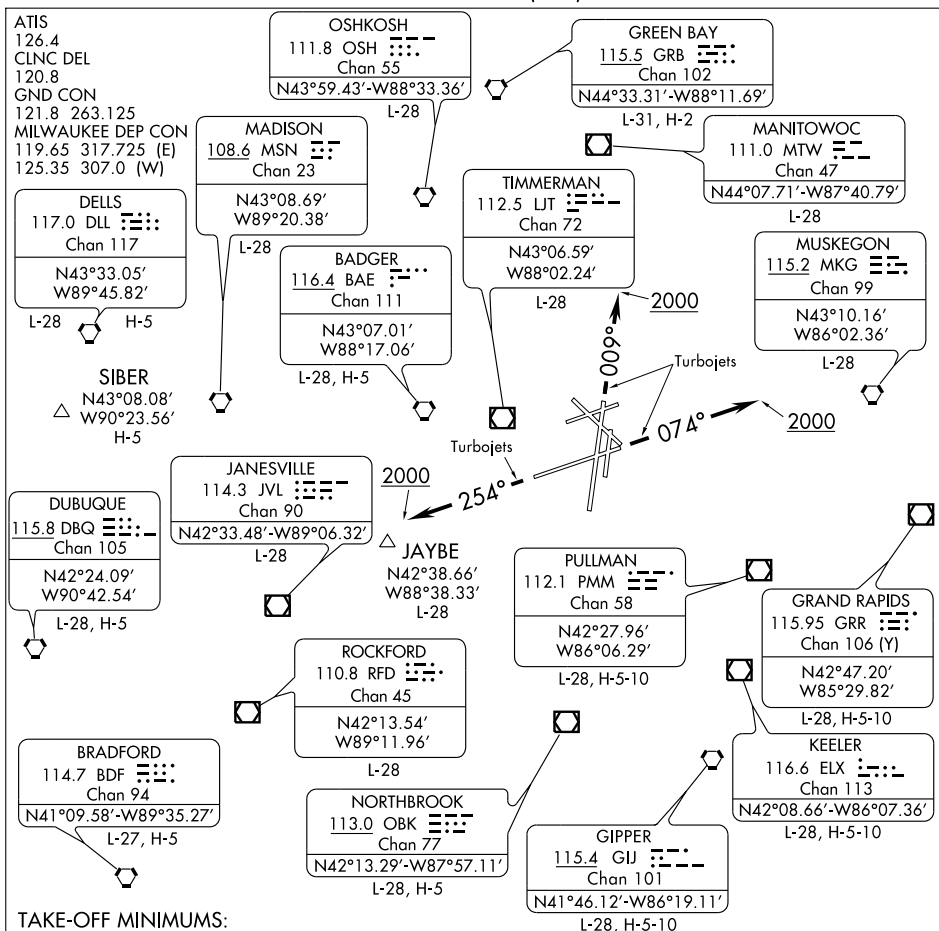
LOC RWY 25L

MILWAUKEE/GENERAL MITCHELL INTL (MKE)

		MISSED APPROACH: Climb to 2800 then right turn direct BAE VORTAC and hold.
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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TAKE-OFF MINIMUMS:

Rwy 1R, 1L, 7L, 13, 19R, 19L, 25R, 25L, STANDARD.

Rwy 7R, 300-1½ or STANDARD with a minimum climb of 300 feet per NM to 1100.

Rwy 31, 300-1½ or STANDARD with a minimum climb of 257 feet per NM to 1000.

SPECIAL INSTRUCTIONS: For all Turbojet aircraft:

TAKE-OFF Runway 1L: Climb heading 009° to 2000, then turn to assigned heading.

TAKE-OFF Runway 7R: Climb heading 074° to 2000, then turn to assigned heading.

TAKE-OFF Runway 19R: Turn to assigned heading.

TAKE-OFF Runway 25L: Climb heading 254° to 2000, then turn to assigned heading.

NOTE: RADAR Required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to join filed/assigned route. Maintain 5000' or assigned lower altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

TAKE-OFF OBSTACLES:

RWY 1R, Antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL.

RWY 1L, Fence, beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL.

RWY 7R, Multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.1 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.2 NM from DER, 1164' left of centerline, 180' AGL/891' MSL.

RWY 7L, Hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL.

RWY 13, Multiple light poles beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL.

RWY 19L, Tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL.

RWY 19R, Tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL.

RWY 25L, Tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL.

RWY 25R, Flag Pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER, 363' right of centerline, 26' AGL/702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

RWY 31, Fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hangar, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Tank, 1.1 NM from DER, 742' right of centerline, 165' AGL/885' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL.

WAAS CH 62816 W01A	APP CRS 009°	Rwy Idg TDZE 704 Apt Elev 723
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RNAV (GPS) RWY 1L

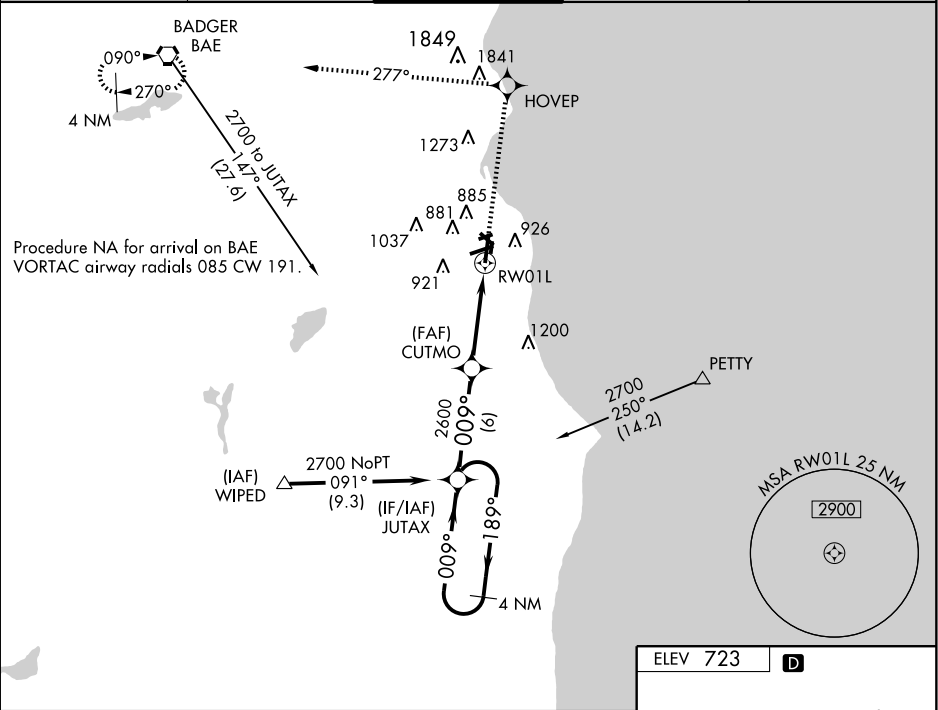
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.

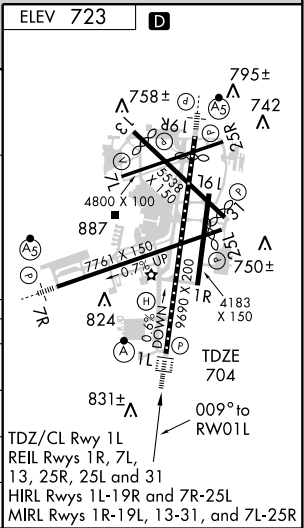
ALSF-2

MISSED APPROACH: Climb to 2900 direct HOVEP then left turn via track 277° to BAE VORTAC and hold.

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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VGSI and RNAV glidepath not coincident.				
4 NM Holding Pattern				
2700 ← 189° 009° →				
GS 3.00° TCH 57				
2600				
6 NM 4.7 NM 1 NM				
CATEGORY	A	B	C	D
LPV DA	904/24 200 (200-½)			
LNAV/VNAV DA	1101/40 397 (400-¾)			
LNAV MDA	1100/24 396 (400-½)			1100/50 396 (400-1)
CIRCLING	1240-1 517 (600-1)		1240-1½ 517 (600-1½)	1280-2 557 (600-2)

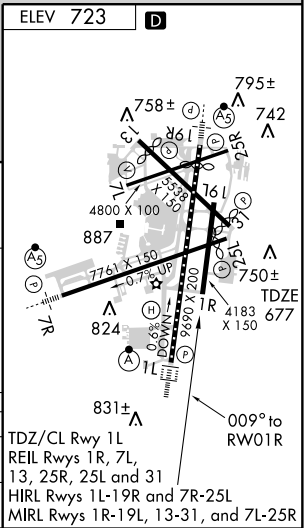
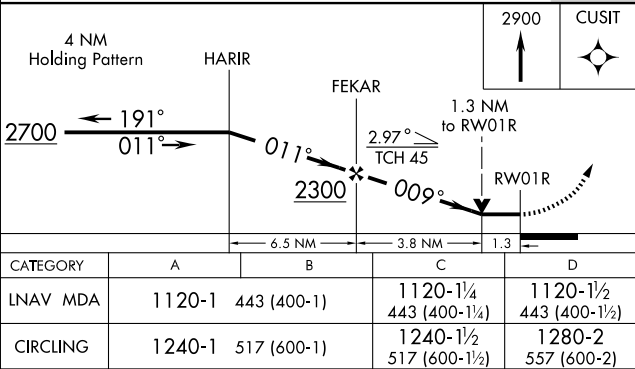
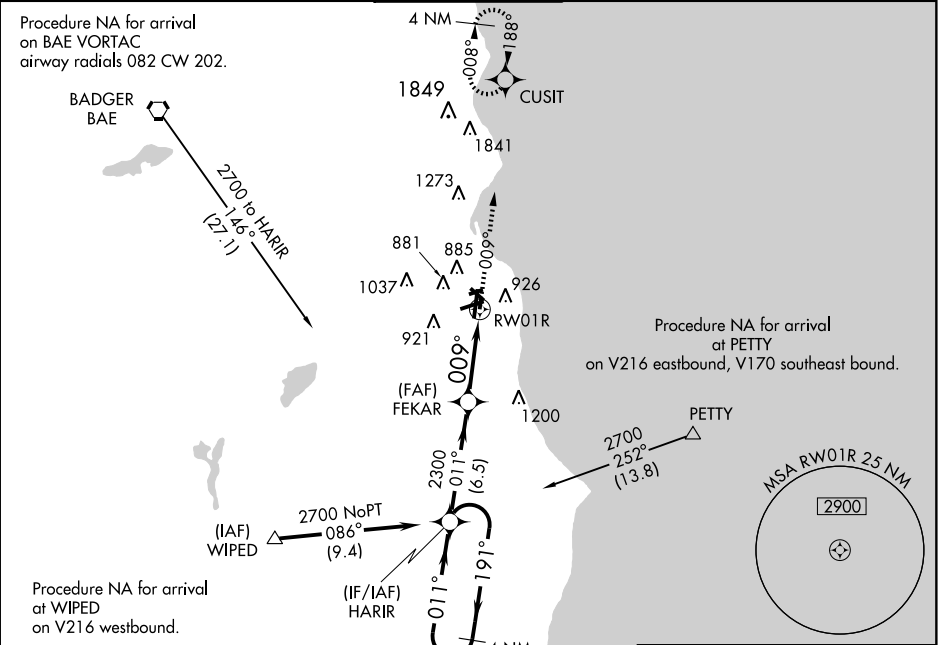


APP CRS	Rwy Idg	4183
009°	TDZE	677
	Apt Elev	723

RNAV (GPS) RWY 1R
MILWAUKEE/GENERAL MITCHELL INTL (MKE)

 GPS or RNP-0.3 Required.  DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 direct CUSIT WP and hold.
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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APP CRS	Rwy Idg	4800
074°	TDZE	672
	Apt Elev	723

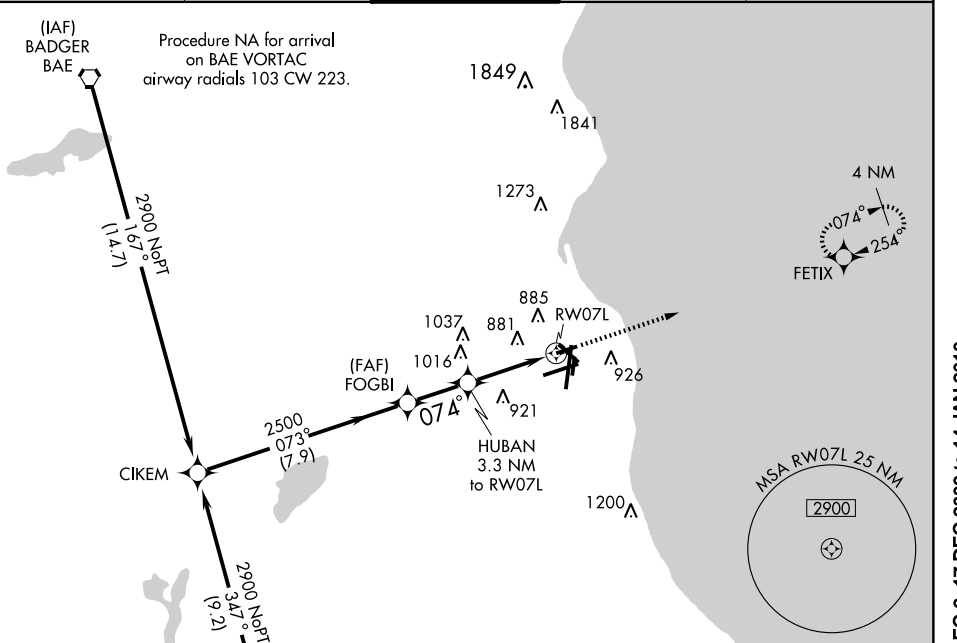
▼

▲ NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct
FETIX WP and hold.

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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ELEV 723

D

CIKEM

2900

Procedure Turn NA

073°

2500

VGSI and descent angles not coincident.

7.9 NM

FOGBI

2.98°

TCH 55

074°

1780

2.3 NM

HUBAN 3.3 NM to RW07L

2900

FETIX

RW07L

3.3 NM

074° to RW07L

TDZE 672

4800 X 100

7761 X 150

761 X 150

758±

795±

742

750±

4183 X 150

831±

887

824

7R

1L

0.6% DOWN

0.7% UP

8490 X 200

TDZ/CL Rwy 1L

REIL Rwy 1R, 7L, 13, 25R, 25L and 31

HIRL Rwy 1L-19R and 7R-25L

MIRL Rwy 1R-19L, 13-31, and 7L-25R


CATEGORY	A	B	C	D
LNAV MDA	1140-1	468 (500-1)	1140-1¼ 468 (500-1¼)	1140-1½ 468 (500-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

EC-3, 17 DEC 2009 to 14 JAN 2010

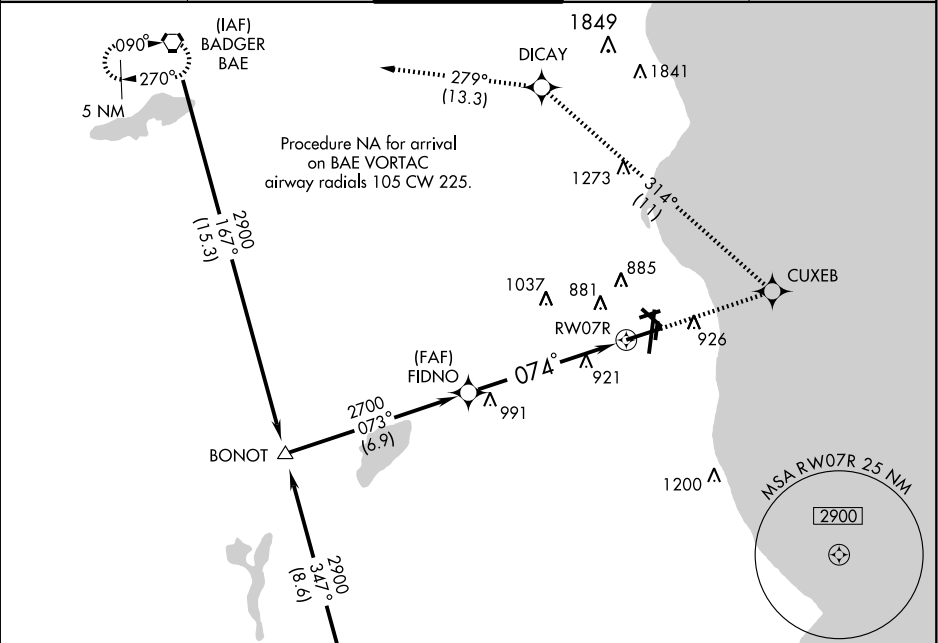
APP CRS	Rwy Idg	7761
074°	TDZE	723
	Apt Elev	723

RNAV (GPS) RWY 7R

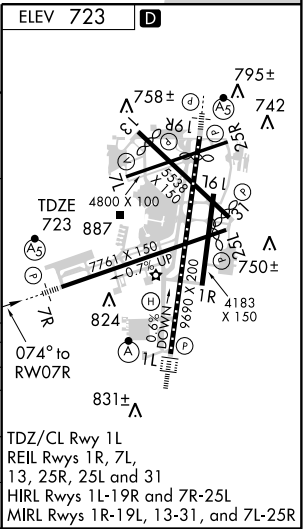
MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

 NA	Baro-VNAV NA below -16° C (4° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	 MALSR	MISSED APPROACH: Climb to 2900 direct CUXEB WP then left turn via 314° track to DICAY WP then via 279° track to BAE VORTAC and hold.
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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	BONOT	2900	CUXEB	DICAY	BAE
	2900	073°	FIDNO	074°	RW07R
	Procedure Turn NA	2700	314° TRK	279° TRK	
	GS 3.00°	6.9 NM	4.7 NM	1.3 NM	
	TCH 50				
CATEGORY	A	B	C	D	
GLS PA DA					NA
LNAV/ VNAV DA		1120/50	397 (400-1)		
LNAV MDA	1180/24	457 (500-½)	1180/40 457 (500-¾)	1180/50 457 (500-1)	
CIRCLING	1240-1½	517 (600-1½)	1280-2 557 (600-2)		



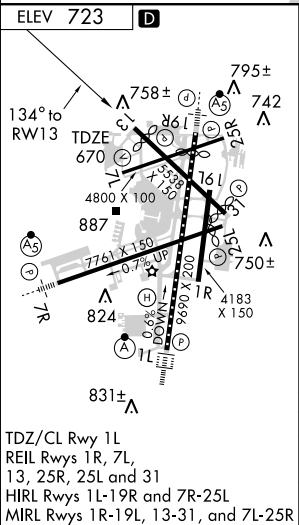
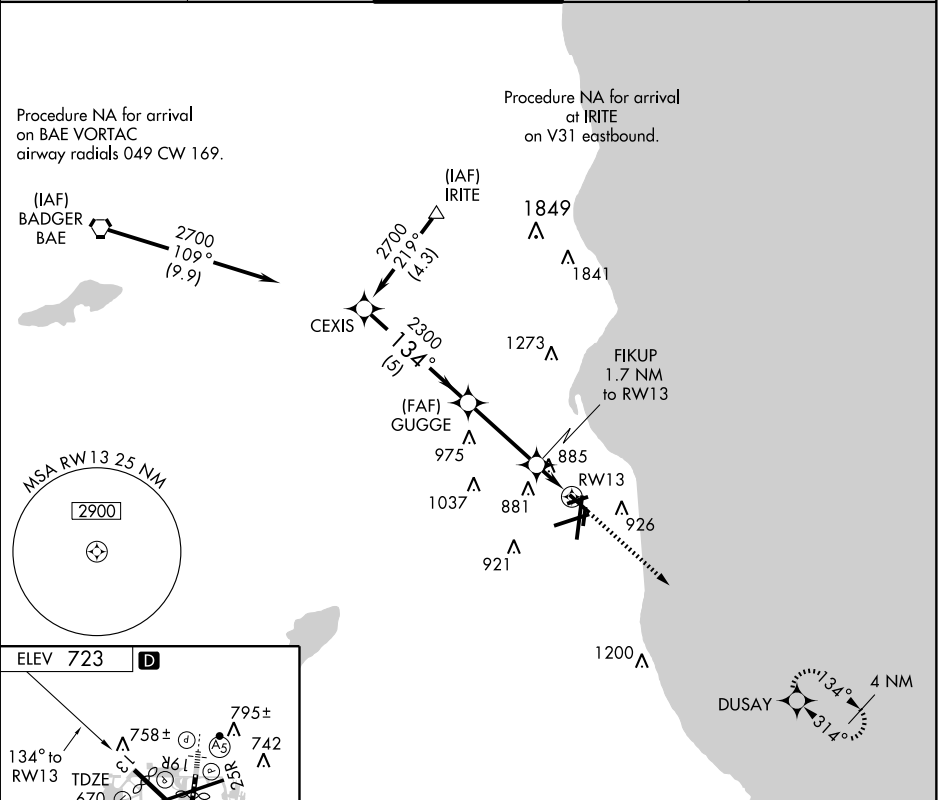
APP CRS	Rwy Idg	4797
134°	TDZE	670
	Apt Elev	723

RNAV (GPS) RWY 13

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

GPS or RNP-0.3 Required. NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 direct DUSAY WP and hold.
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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	CEXIS	GUGGE	FIKUP 1.7 NM to RW13	DUSAY
	2700	2300	1260	
	Procedure Turn NA	134°	2.97° TCH 54	
	5 NM	3.3 NM	1.7	
CATEGORY	A	B	C	D
LNAV MDA	1140-1	470 (500-1)	1140-1¼ 470 (500-1¼)	1140-1½ 470 (500-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

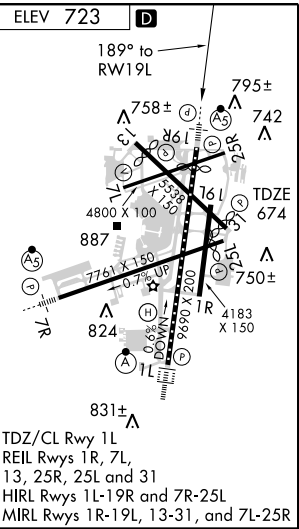
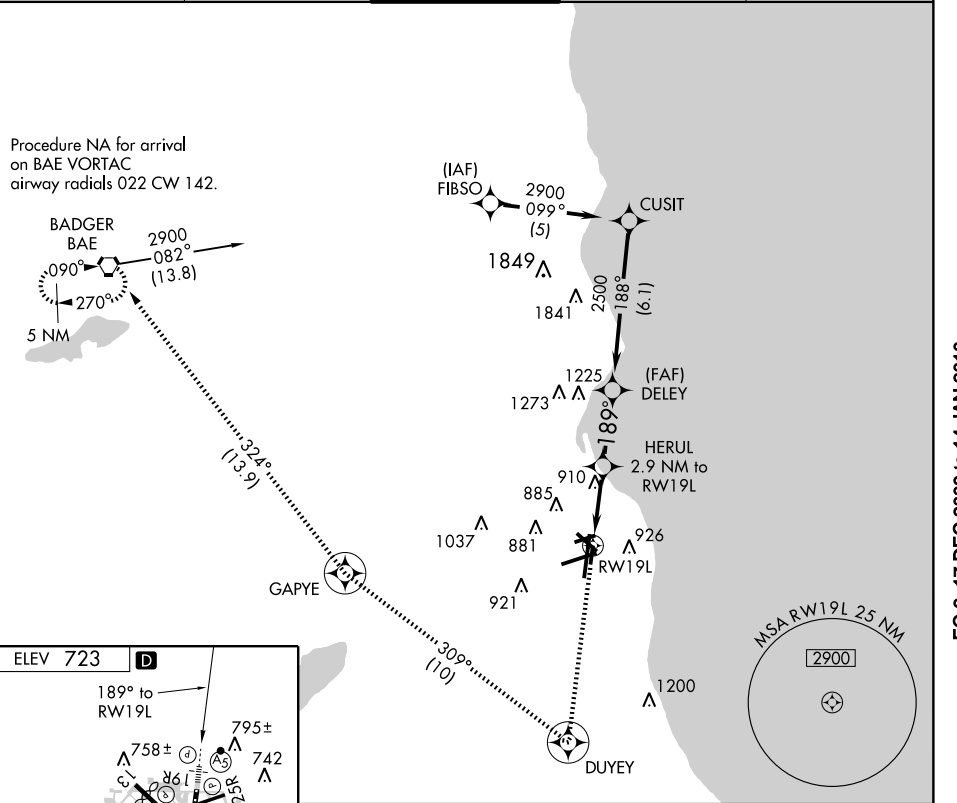
▼

▲ NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct DUYEY WP then right turn via 309° track to GAPYE WP then via 324° track to BAE VORTAC and hold.

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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	2800	DUYEY	309° TRK	GAPYE	324° TRK	BAE	CUSIT
			HERUL 2.9 NM to RWY19L	DELEY			2900
			1.3 NM to RWY19L	189°	188°		Procedure Turn NA
			1620	2500			
			1.3	1.6	2.7 NM	6.1 NM	
CATEGORY	A	B	C	D			
LNAV MDA	1120-1	446 (400-1)	1120-1¼ 446 (400-1¼)	1120-1½ 446 (400-1½)			
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)			

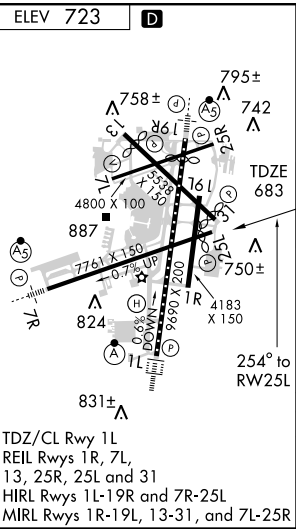
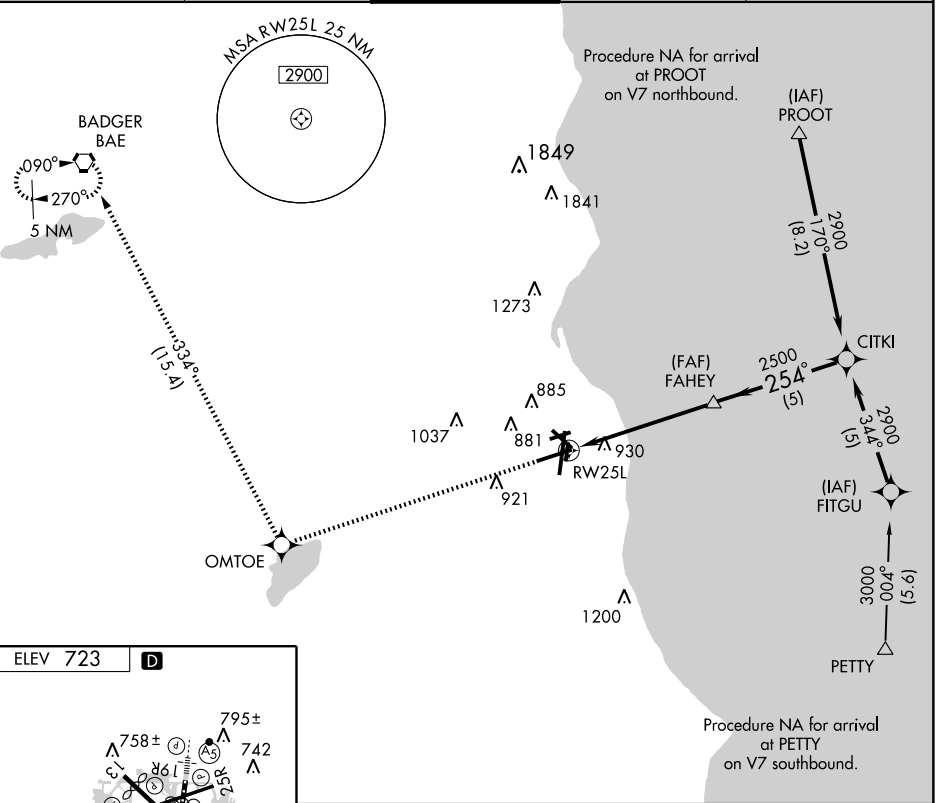
APP CRS	Rwy Idg	7329
254°	TDZE	683
	Apt Elev	723

RNAV (GPS) RWY 25L

MILWAUKEE/ GENERAL MITCHELL INTL (MKE)

 NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 direct OMTOE WP then via 334° track to BAE VORTAC and hold.
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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	2900	OMTOE	334° TRK	BAE	
	1.5 NM to RW25L			FAHEY	CITKI
				2500	2900
				254°	Procedure Turn NA
	1.5	4 NM	5 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1180-1	497 (500-1)	1180-1¼ 497 (500-1¼)	1180-1½ 497 (500-1½)	
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)	

APP CRS	Rwy Idg	4800
254°	TDZE	674
	Apt Elev	723

RNAV (GPS) RWY 25R

MILWAUKEE/GENERAL MITCHELL INTL (MKE)



GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900
direct CIKEM WP and hold.

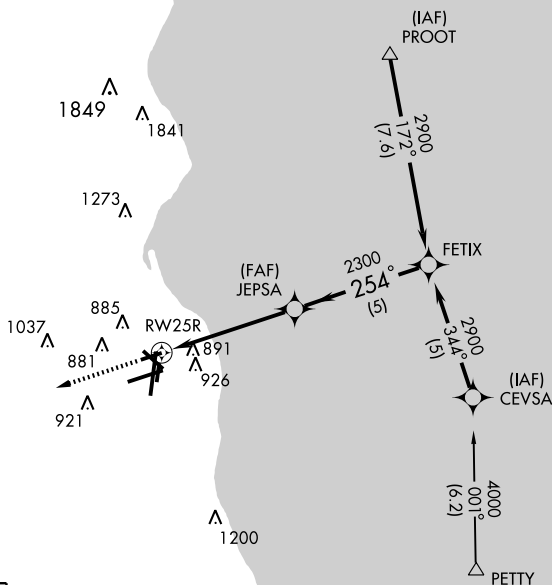
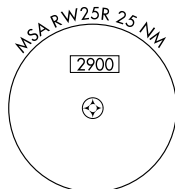
ATIS
126.4

MILWAUKEE APP CON
126.5 307.0

MILWAUKEE TOWER
119.1 325.8

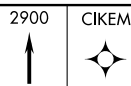
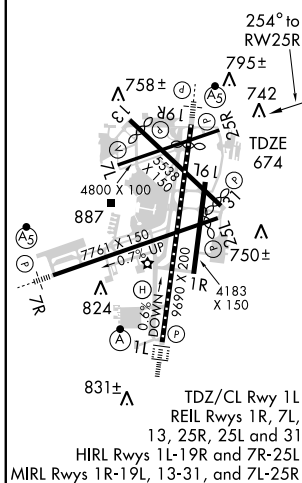
GND CON
121.8 263.125

CLNC DEL
120,8



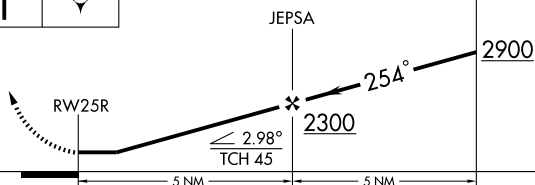
Procedure NA for arrival
at PETTY
on V170 southwest bound.

ELEV 723



VGSI and descent angles
not coincident.

Procedure
Turn
NA



CATEGORY	A	B	C	D
LNAV MDA	1160-1	486 (500-1)	1160-1¼ 486 (500-1¼)	1160-1½ 486 (500-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

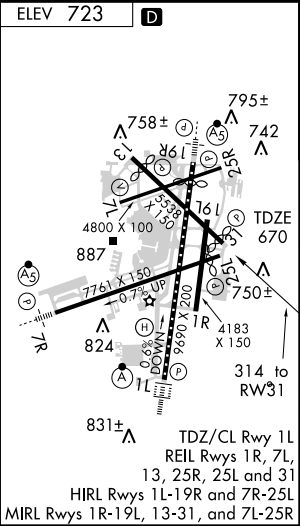
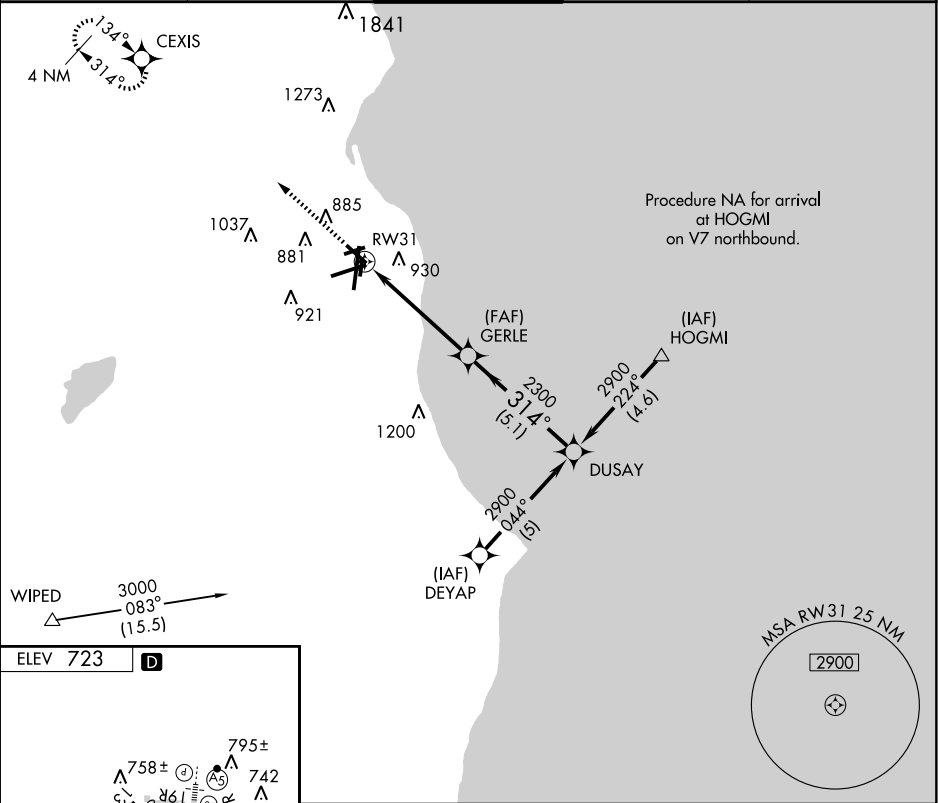
APP CRS	Rwy Idg	5334
314°	TDZE	670
	Apt Elev	723

RNAV (GPS) RWY 31

MILWAUKEE/GENERAL MITCHELL INTL (MKE)

 NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 direct CEXIS WP and hold.
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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	2900	CEXIS		
			GERLE	DUSAY
			1.3 NM to RWY 31	2900
			2.97° TCH 55	Procedure Turn NA
			1.3	3.7 NM
CATEGORY	A	B	C	D
LNAV MDA	1140-1	470 (500-1)	1140-1¼ 470 (500-1¼)	1140-1½ 470 (500-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)

APP CRS	Rwy Idg	8915
189°	TDZE	672
	Apt Elev	723

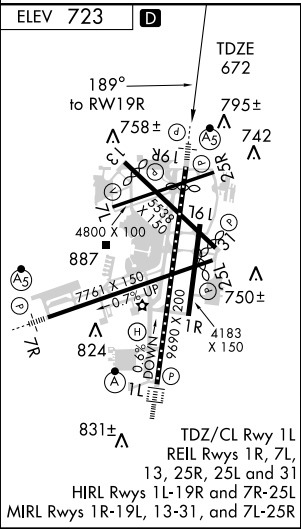
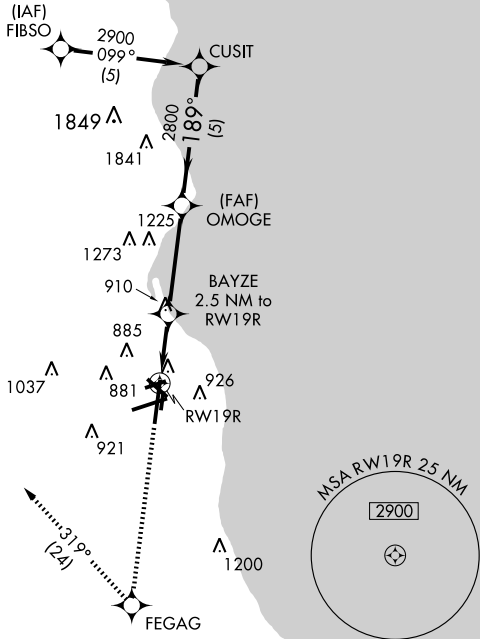
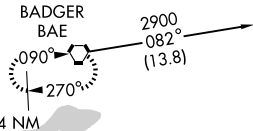
RNAV (GPS) Y RWY 19R

MILWAUKEE/GENERAL MITCHELL INTL (MKE)

	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 2800 direct FEGAG WP then via 319° track to BAE VORTAC and hold.
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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Procedure NA for arrival
on BAE VORTAC
airway radials 022 CW 142.



2800	FEGAG	319° TRK	BAE	CUSIT
				2900
				Procedure Turn NA
				189°
				2800
				VGSI and descent angles not coincident.
				5 NM
				1.2 NM to RW19R
				1.3 NM
				3.9 NM
				5 NM
CATEGORY	A	B	C	D
LNAV MDA	1120-1/2	448 (400-1/2)	1120-3/4	1120-1
			448 (400-3/4)	448 (400-1)
CIRCLING	1240-1	517 (600-1)	1240-1 1/2	1280-2
			517 (600-1 1/2)	557 (600-2)

APP CRS	Rwy Idg	8915
189°	TDZE	672
	Apt Elev	723

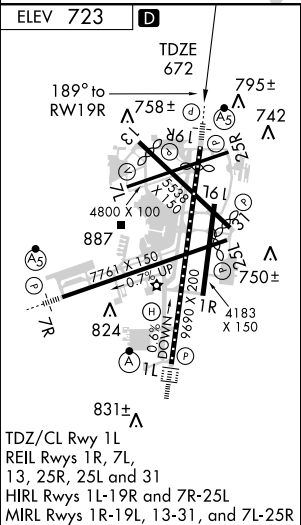
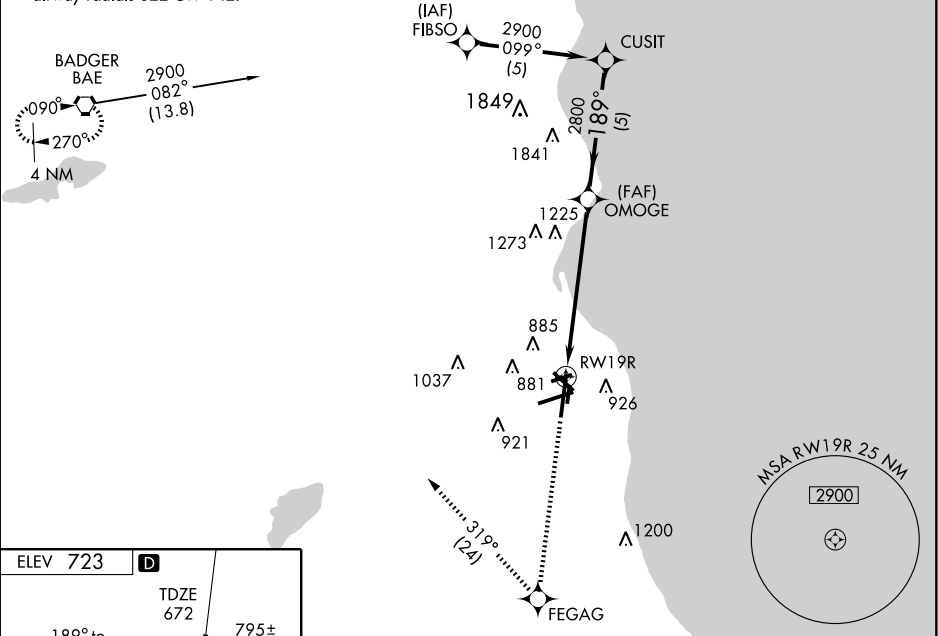
RNAV (GPS) Z RWY 19R

MILWAUKEE/GENERAL MITCHELL INTL (MKE)

Baro-VNAV NA below -16° C (4° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MALSR AS	MISSED APPROACH: Climb to 2800 direct FEGAG WP then via 319° track to BAE VORTAC and hold.
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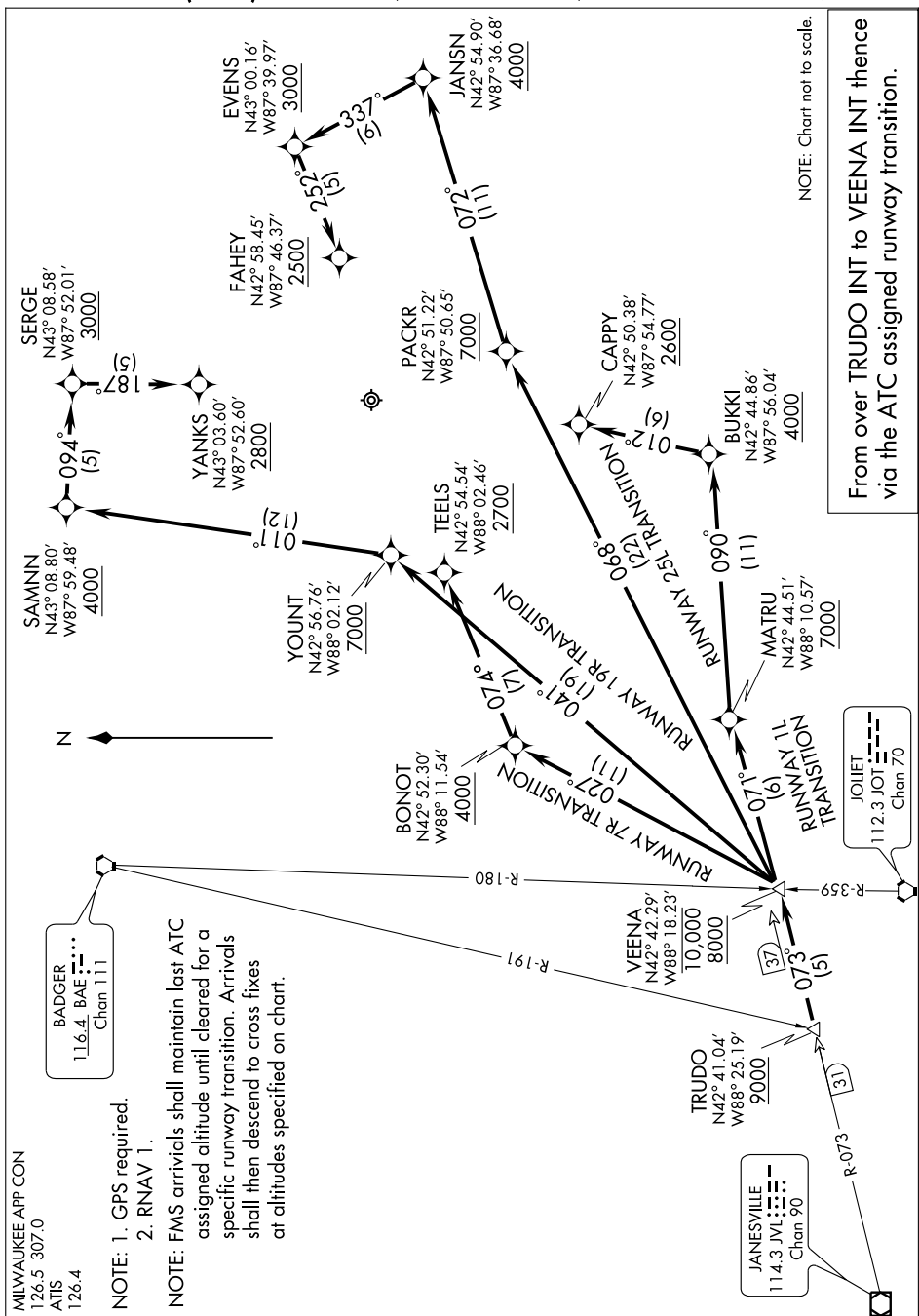
ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 119.1 325.8	GND CON 121.8 263.125	CLNC DEL 120.8
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Procedure NA for arrival
on BAE VORTAC
airway radials 022 CW 142.

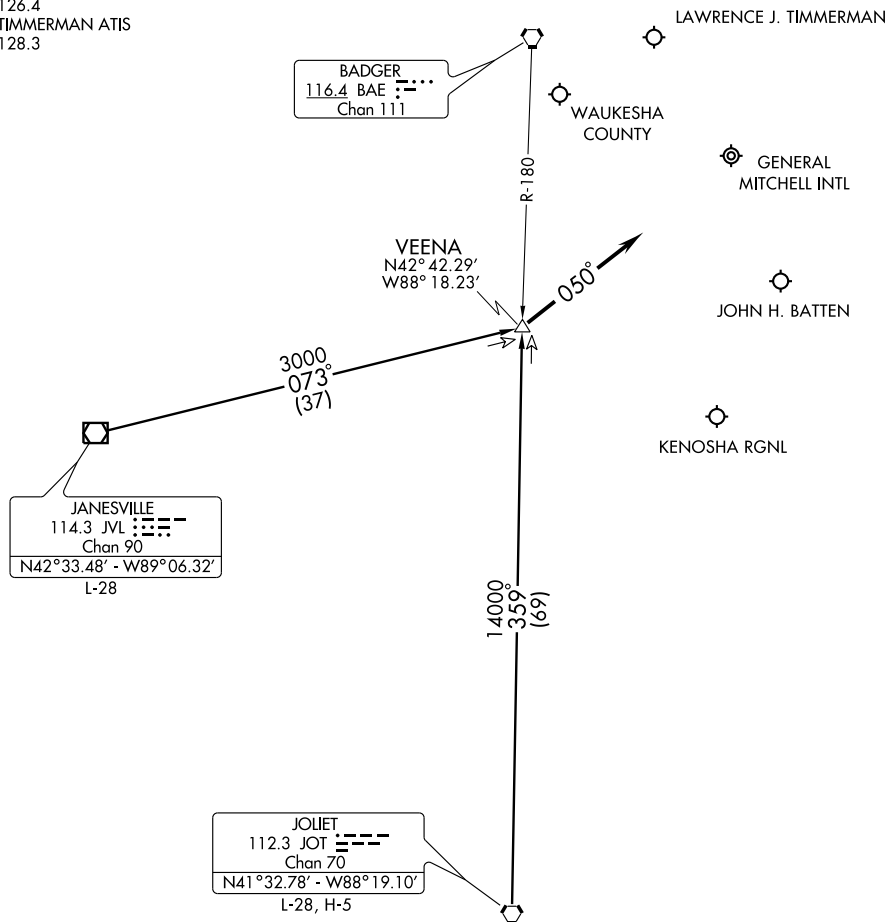


2800	FEGAG	319° TRK	BAE	CUSIT
* LNAV Only	* 2.6 NM to RWY 19R	OMOGE	2800	2900
VGSi and descent angles not coincident.				
2.6 NM 3.8 NM 5 NM				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060/40 388 (400-3/4)			
LNAV MDA	1560/40 888 (900-3/4)	1560-2 1/4 888 (900-2 1/4)	1560-2 1/2 888 (900-2 1/2)	1560-3 837 (900-3)
CIRCLING	1560-1 1/4 837 (900-1 1/4)	1560-2 3/4 837 (900-2 3/4)	1560-3 837 (900-3)	1560-3 837 (900-3)

TRUDO ONE (FMS) ARRIVAL (TRUDO.TRUDO1)



MILWAUKEE APP CON
126.5 307.0
GENERAL MITCHELL ATIS
126.4
TIMMERMAN ATIS
128.3



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....

.... depart VEENA INT heading 050° for initial vector to final approach.

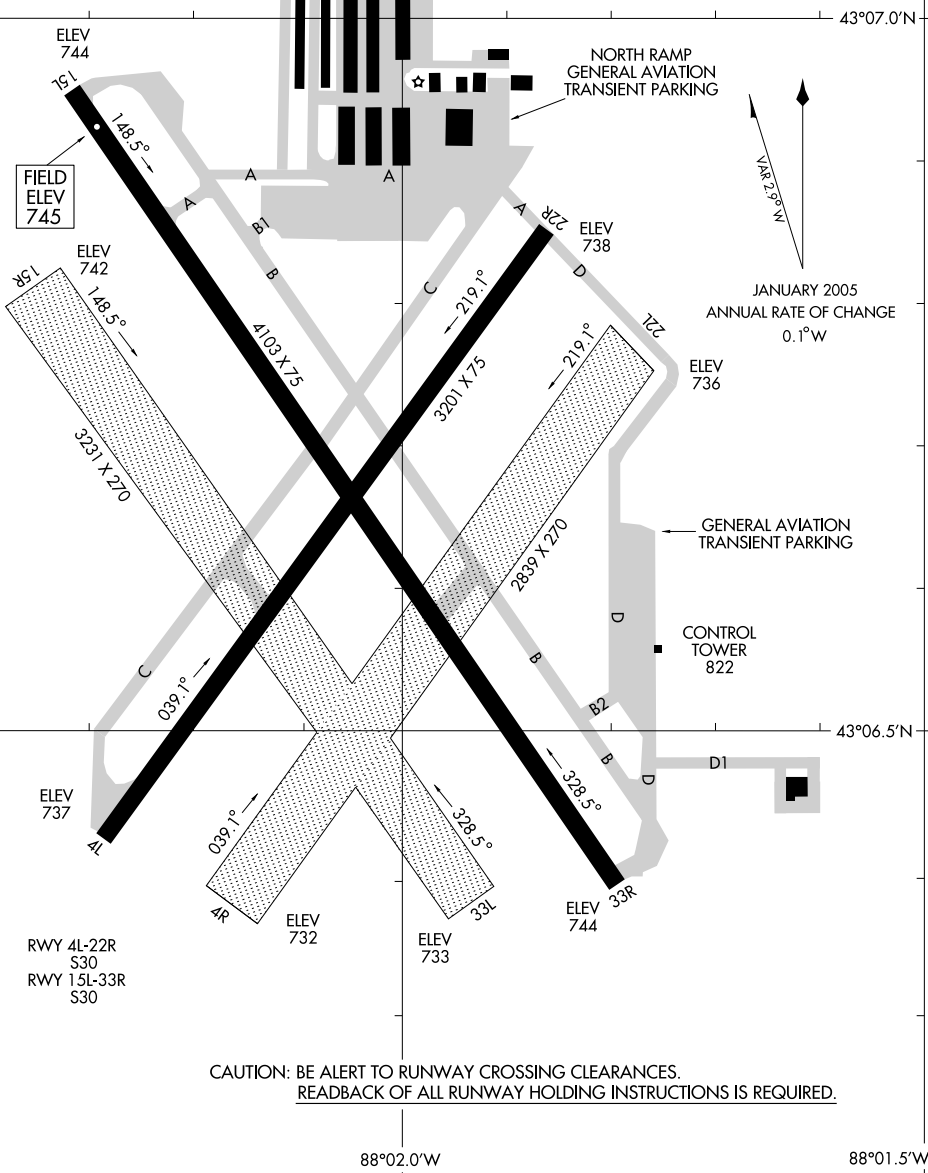
LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

AIRPORT DIAGRAM

AL-5077 (FAA)

MILWAUKEE/LAWRENCE J. TIMMERMAN (MWC)
MILWAUKEE, WISCONSIN

ATIS
128.3
Timmerman Tower★
120.5
GND CON
121.7
CLNC DEL
121.7 (When Tower Closed)



EC-3, 17 DEC 2009 to 14 JAN 2010

LOC I-MWC 108.5	APP CRS 148°	Rwy Idg TDZE Apt Elev	4103 745 745
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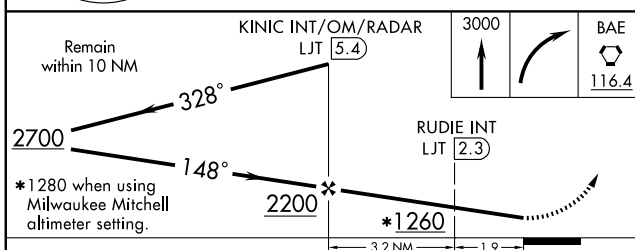
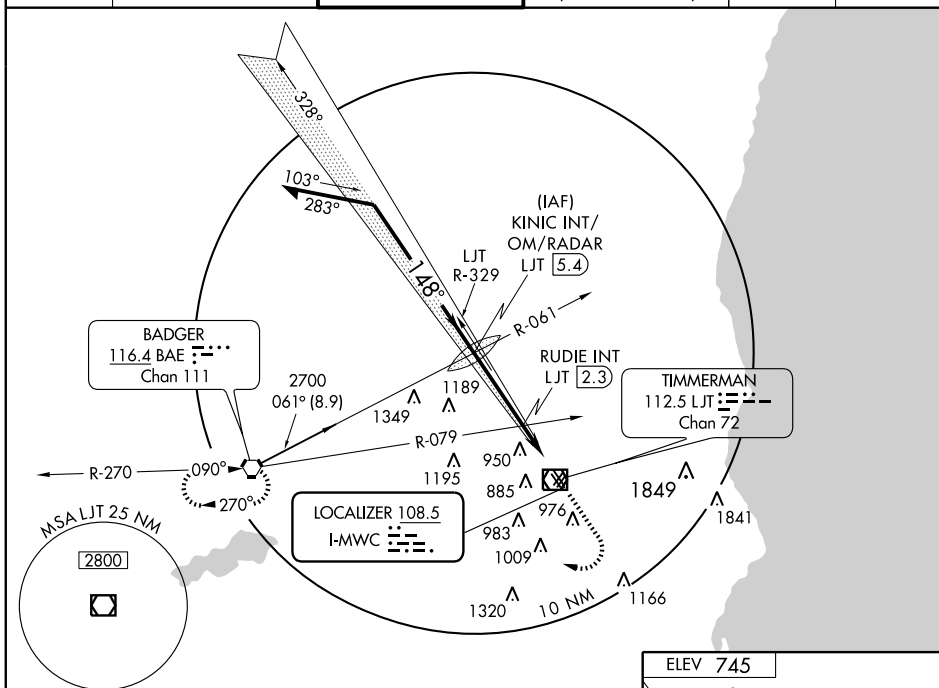
LOC RWY 15L

MILWAUKEE/LAWRENCE J. TIMMERMAN (MWC)

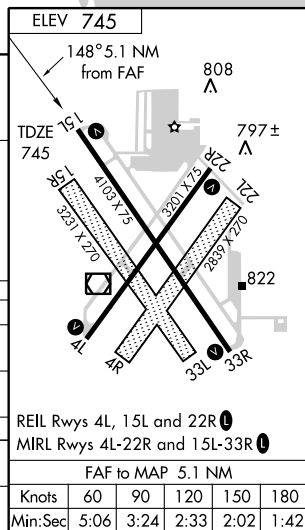
⚠ When control tower closed, obtain local altimeter setting on UNICOM;
⚠ when not received, use Milwaukee General Mitchell Intl altimeter
 setting and increase all MDAs 20' and CAT C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then
 right turn direct BAE VORTAC and hold.

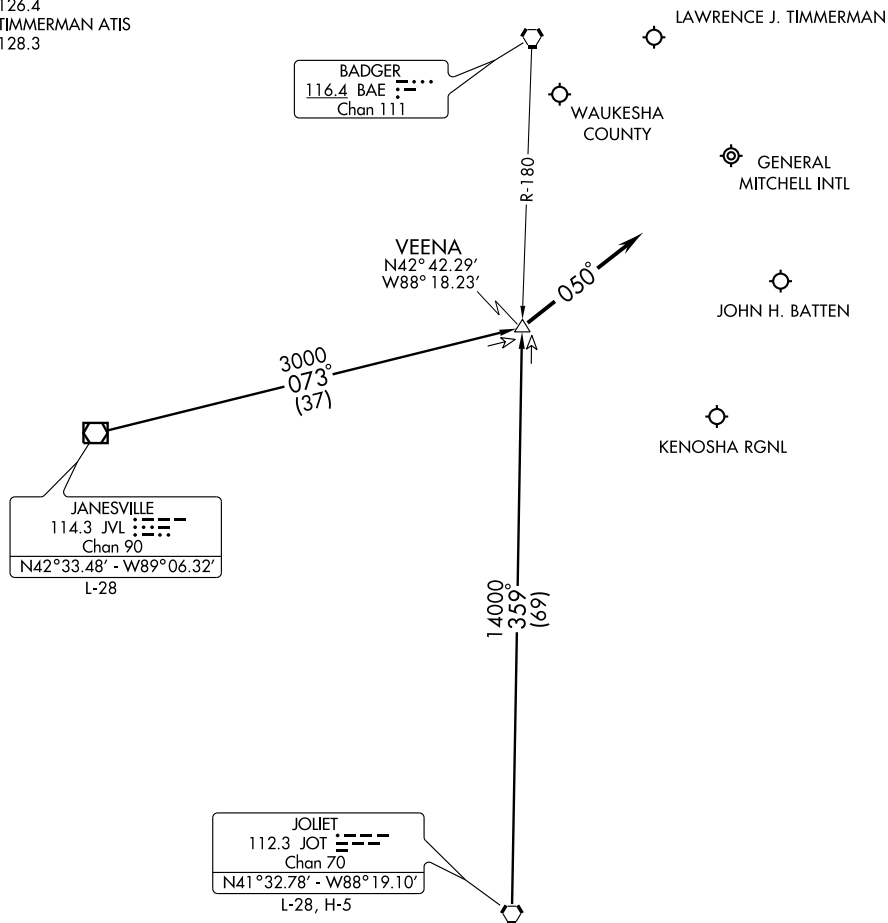
ATIS 128.3	MILWAUKEE APP CON 128.7(NORTH) 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	MILWAUKEE CLNC DEL 121.7 (when tower closed)	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-15L	1260-1	515 (600-1)	1260-1½ 515 (600-1½)	1260-1¾ 515 (600-1¾)
CIRCLING	1260-1 515 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
RUDIE INT MINIMUMS				
S-15L	1120-1	375 (400-1)		1120-1¼ 375 (400-1¼)
CIRCLING	1200-1 455 (500-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)



MILWAUKEE APP CON
126.5 307.0
GENERAL MITCHELL ATIS
126.4
TIMMERMAN ATIS
128.3



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....

.... depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VOR/DME LJT 112.5 Chan 72	APP CRS 040°	Rwy Idg TDZE Apt Elev	3201 739 745
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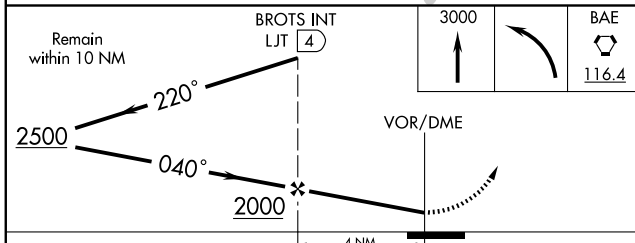
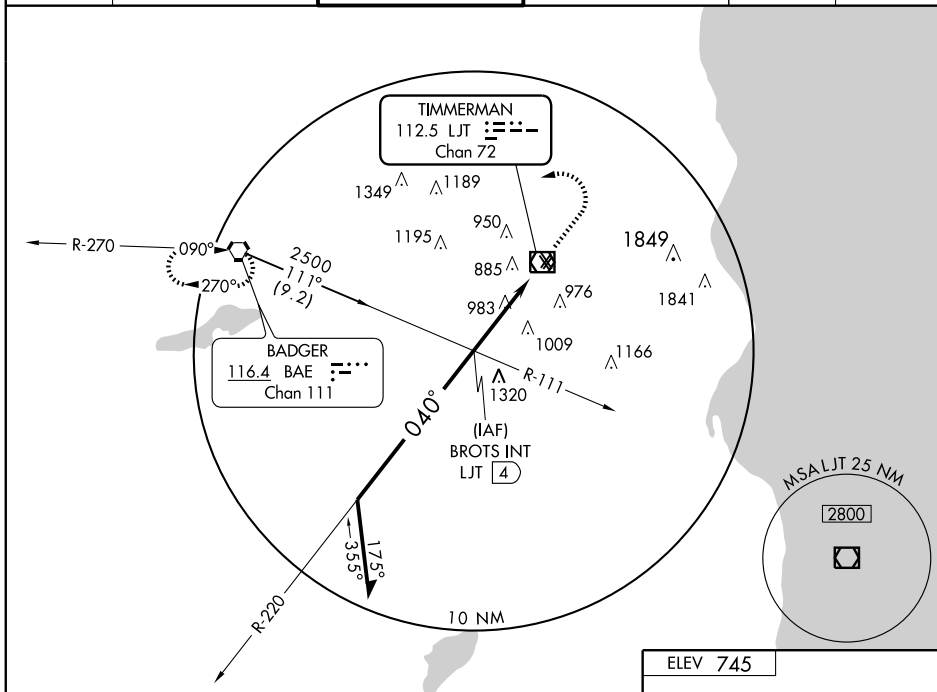
VOR or GPS RWY 4L

MILWAUKEE/ LAWRENCE J. TIMMERMAN (MWC)

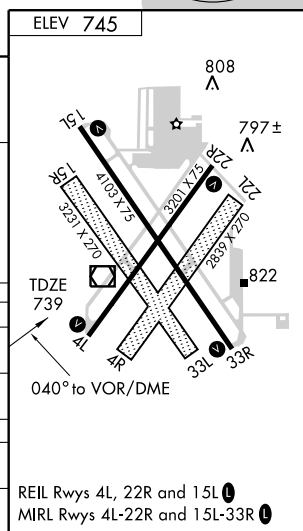
▼ When tower closed, use Milwaukee General Mitchell Intl altimeter setting.
▲

MISSED APPROACH: Climb to 3000 then left turn direct BAE VORTAC and hold.



ATIS 128.3	MILWAUKEE APP CON 128.7(NORTH) 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	MILWAUKEE CLNC DEL 121.7 (when tower closed)	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-4L	1300-1	561 (600-1)	1300-1½ 561 (600-1½)	1300-1¾ 561 (600-1¾)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
MILWAUKEE MITCHELL ALTIMETER SETTING MINIMUMS				
S-4L	1320-1	581 (600-1)	1320-1½ 581 (600-1½)	1320-1¾ 581 (600-1¾)
CIRCLING	1320-1 575 (600-1)	1380-1 635 (700-1)	1380-1¾ 635 (700-1¾)	1380-2 635 (700-2)



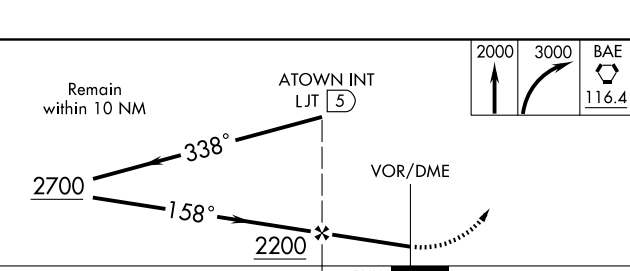
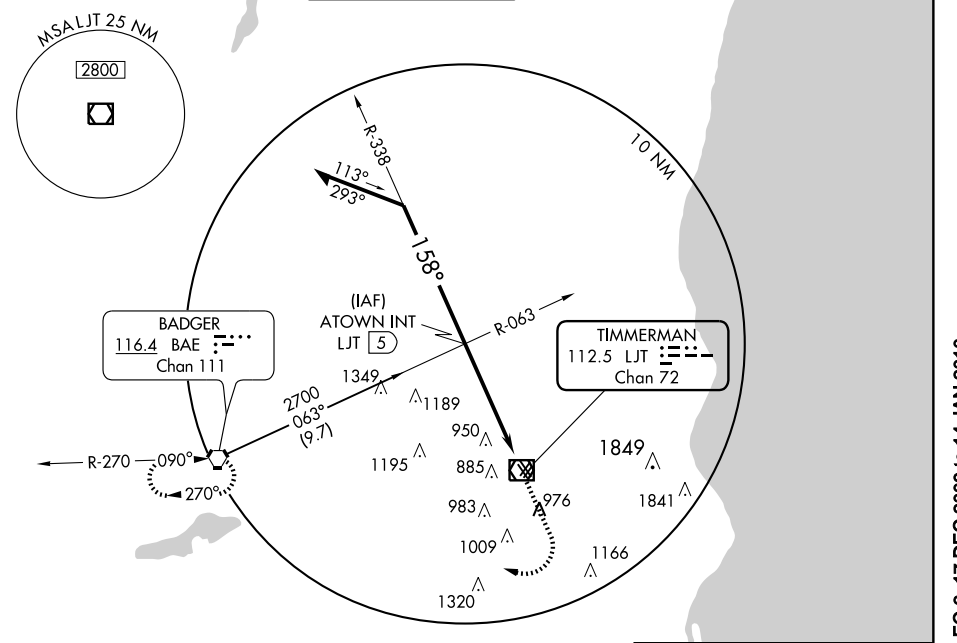
REIL Rwy 4L, 22R and 15L
 MIRL Rwy 4L-22R and 15L-33R



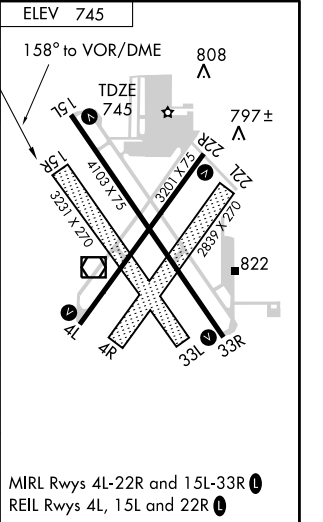
When tower closed, use Milwaukee General Mitchell Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct BAE VORTAC and hold.

ATIS 128.3	MILWAUKEE APP CON 128.7(NORTH) 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	MILWAUKEE CLNC DEL 121.7 (when tower closed)	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-15L	1260-1	515 (600-1)	1260-1½ 515 (600-1½)	1260-1¾ 515 (600-1¾)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
MILWAUKEE MITCHELL ALTIMETER SETTING MINIMUMS				
S-15L	1280-1	535 (600-1)	1280-1½ 535 (600-1½)	1280-1¾ 535 (600-1¾)
CIRCLING	1340-1 595 (600-1)	1380-1 635 (700-1)	1380-1½ 635 (700-1½)	1380-2 635 (700-2)



MIRL Rwy 4L-22R and 15L-33R 0
REIL Rwy 4L, 15L and 22R 0

NDB MRJ	APP CRS	Rwy Idg	3601
<u>365</u>	208°	TDZE	1171
		Apt Elev	1171

NDB RWY 22

MINERAL POINT/IOWA COUNTY (MRJ)

ANA

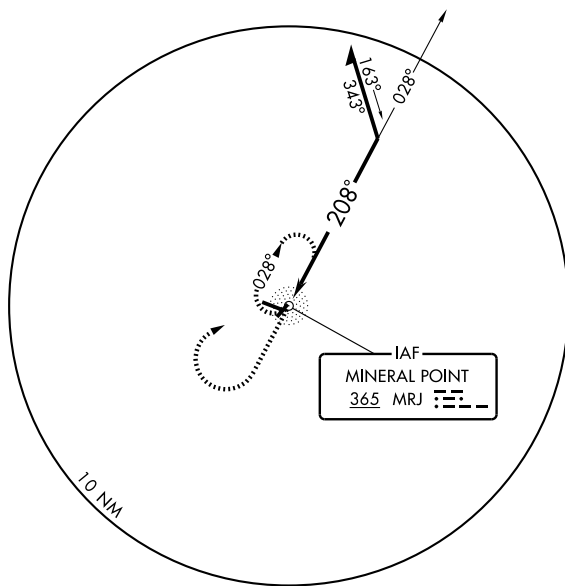
MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 direct MRJ NDB and hold.

AWOS-3
118.525

CHICAGO CENTER
133.95 281.4

GCO
121.725

UNICOM
122.8 (CTAF) **L**

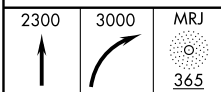
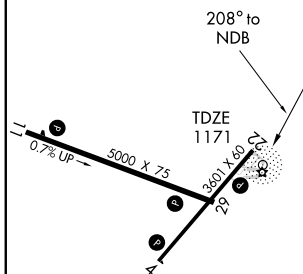

$$1899_{\pm}^{\Delta}$$

3000
267° ————
(19.4) DALEY

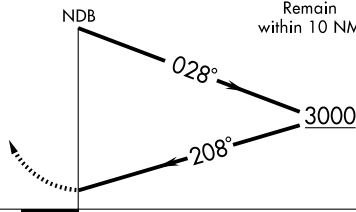
MSA MRJ 25 NM

2800

ELEV 1171



NDB Remain
 within 10 NM



CATEGORY	A	B	C	D
S-22	1920-1 749 (800-1)	1920-1¼ 749 (800-1¼)	1920-2¼ 749 (800-2¼)	NA
CIRCLING	1920-1 749 (800-1)	1920-1¼ 749 (800-1¼)	1920-2¼ 749 (800-2¼)	NA

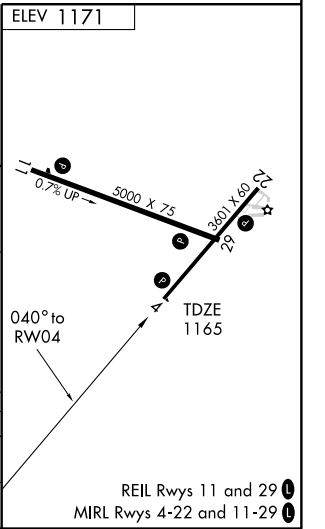
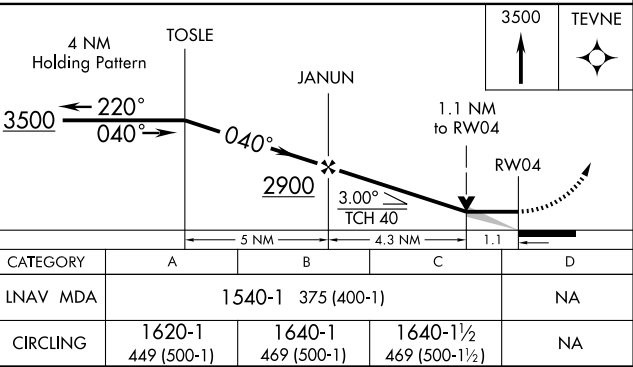
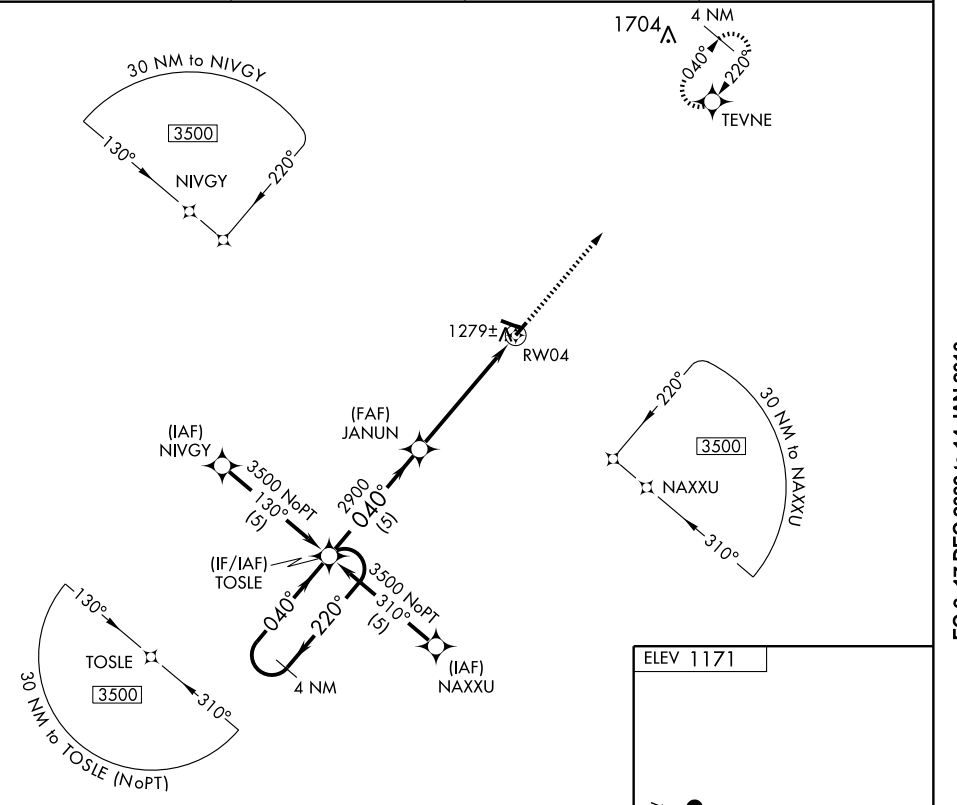
REIL Rwy 11 and 29 L

MIRL Rwy 4-22 and 11-29 L

APP CRS	Rwy Idg	3601
040°	TDZE	1165
	Apt Elev	1171

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 direct TEVNE WP and hold.
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AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1540-1	375 (400-1)		NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA

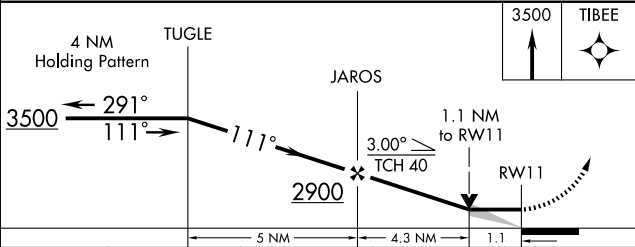
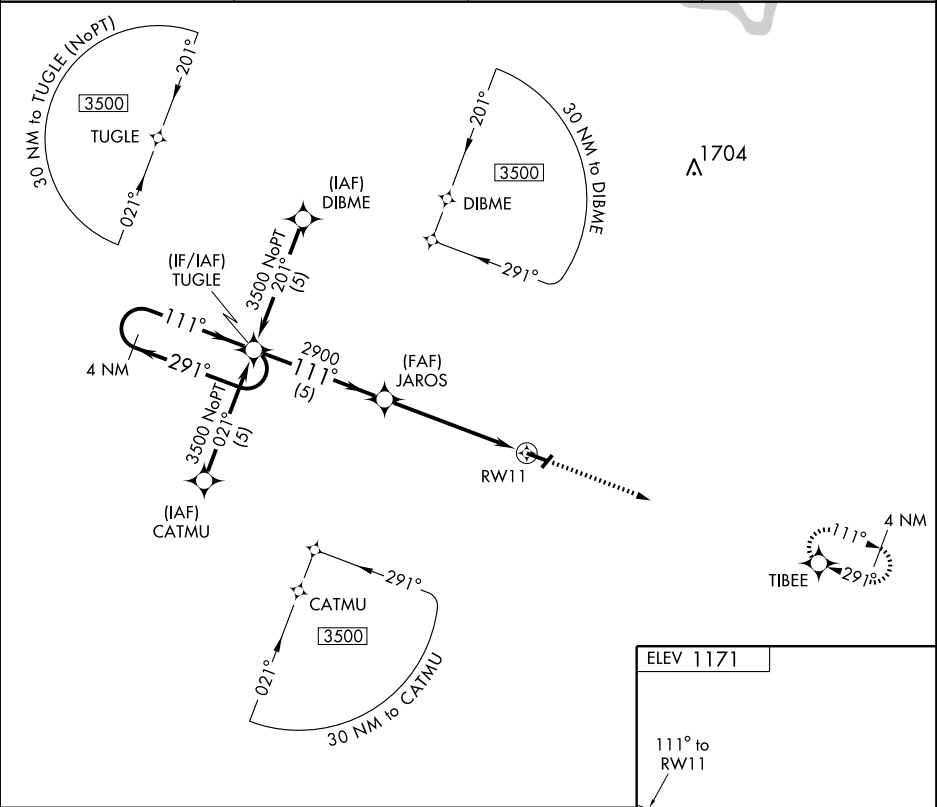
REIL Rwy 11 and 29
MIRL Rwy 4-22 and 11-29

APP CRS	Rwy Idg	5000
111°	TDZE	1153
	Apt Elev	1171

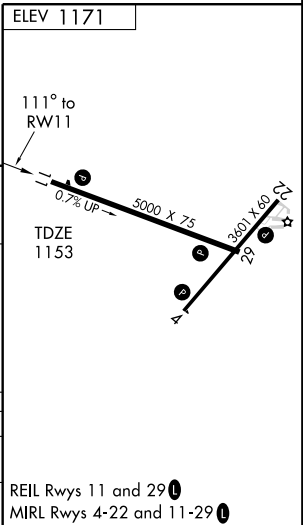
RNAV (GPS) RWY 11

MINERAL POINT/IOWA COUNTY (MRJ)

NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3500 direct TIBEE WP and hold.	
AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	GCO 121.725	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1520-1 367 (400-1)			
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA



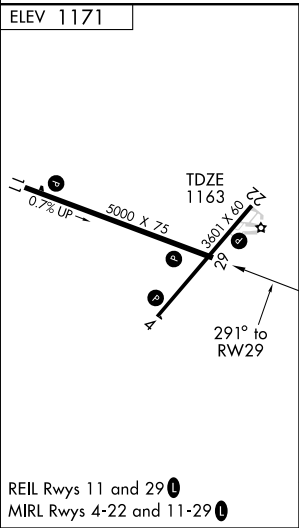
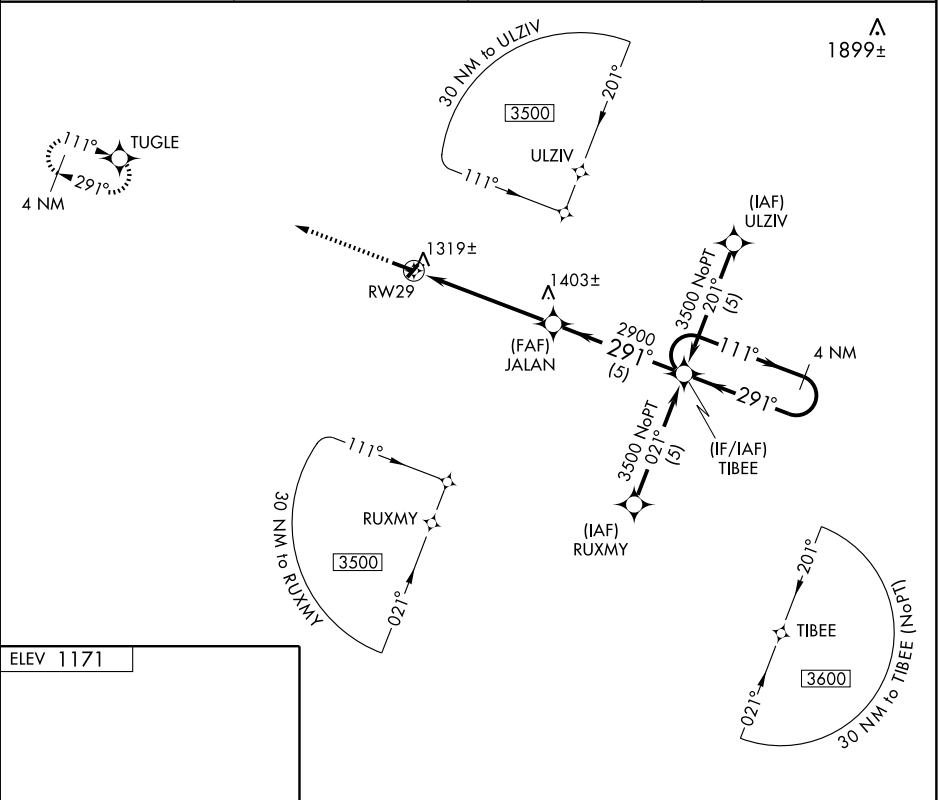
APP CRS	Rwy Idg	5000
291°	TDZE	1163
	Apt Elev	1171

RNAV (GPS) RWY 29

MINERAL POINT/ IOWA COUNTY (MRJ)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 direct TUGLE WP and hold.
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AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	GCO 121.725	UNICOM 122.8 (CTAF) 0
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3500	TUGLE	JALAN	TIBEE	4 NM Holding Pattern
1.2 NM to RW29	≤ 3.00° TCH 40	2900	291°	111° 3500
1.2	4.1 NM	5 NM		
CATEGORY	A	B	C	D
LNNAV MDA	1580-1	417 (500-1)	1580-1¼ 417 (500-1¼)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA

MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

MISSED APPROACH:
Climb to 3300 then
right turn direct
DO LOM and hold.

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-36	2100-1 473 (500-1)			
CIRCLING	2100-1 471 (500-1)	2200-1½ 571 (600-1½)	2200-2 571 (600-2)	

EBIWE FIX MINIMUMS

S-36	1980-1 353 (400-1)
CIRCLING	2100-1 471 (500-1) 2200-1½ 571 (600-1½) 2200-2 571 (600-2)

NDB ARV

221

APP CRS

291°

Rwy Idg TDZE

3602

Apt Elev

1629

MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

NDB RWY 28

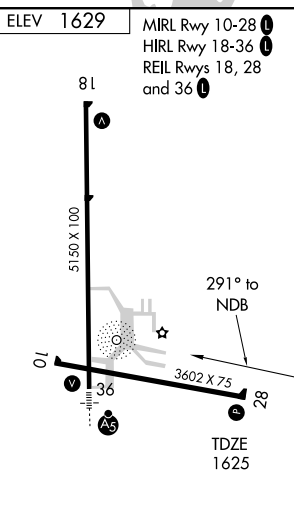
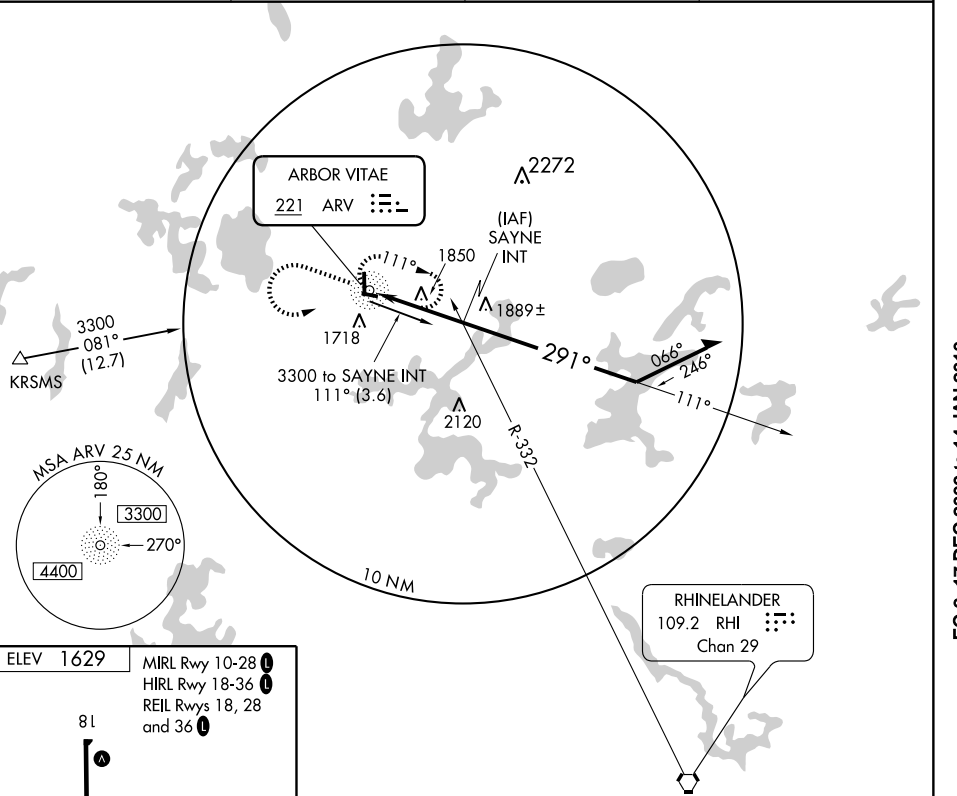
▼



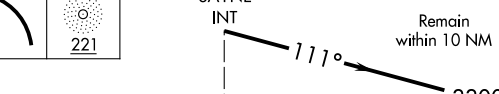
▲ NA

When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet; increase S-28 Cats C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 then left turn direct ARV NDB and hold.

AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GREEN BAY RADIO 122.6	UNICOM 122.7(CTAF) 0
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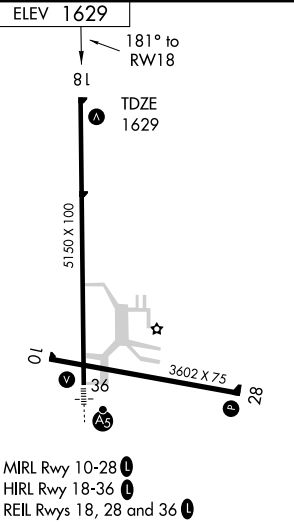
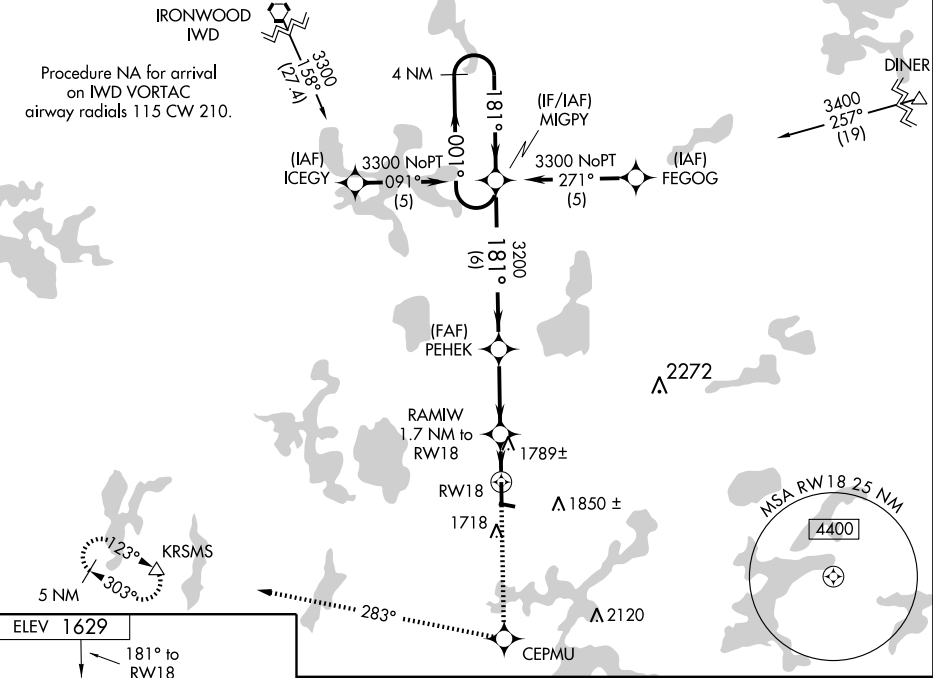
<div>3300</div> <div></div> <div><div>ARV</div><div></div><div>221</div></div>		<div>SAYNE INT</div> <div></div> <div>Remain within 10 NM</div> <div>3300</div> <div>2700</div> <div>291°</div> <div>111°</div> <div>3.06°</div> <div>TCH 37</div> <div>NDB</div>		
CATEGORY	A	B	C	D
S-28	2200-1 575 (600-1)		2200-1½ 575 (600-1½)	2200-1¾ 575 (600-1¾)
CIRCLING	2200-1 571 (600-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3.17 DEC 2009 to 14 JAN 2010

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eagle River altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV Cat D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Eagle River altimeter setting.

MISSED APPROACH: Climb to 6000 direct CEPMU and right turn via track 283° to KRSMS and hold, continue climb-in-hold to 6000.

AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GREEN BAY RADIO 122.6	UNICOM 122.7 (CTAF) 0
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6000

↑

CEPMU

✳

KRSMS

△

283° track

↷

4 NM Holding Pattern

* LNAV only

RAMIW

1.7 NM to RW18

PEHEK

MIGPY

001° →

← 181°

3300

GS 3.00°

TCH 44

181°

3200

* 2200

* 1.2 NM to RW18

RW18

1.2

0.6

3 NM

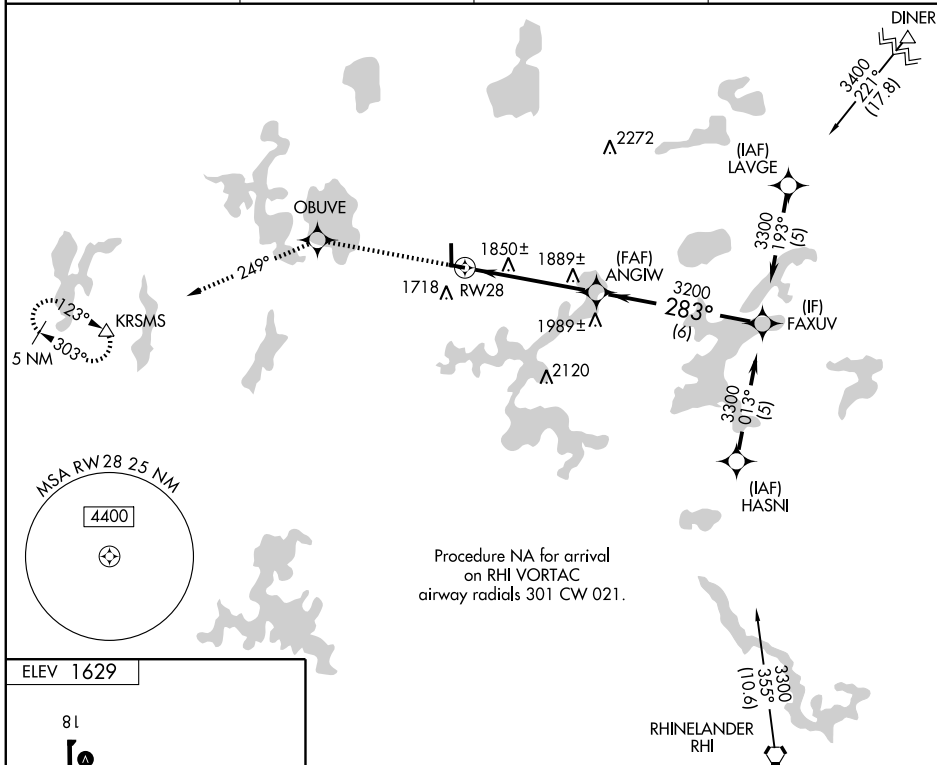
6 NM

CATEGORY	A	B	C	D
LPV DA	1973-1¼		344 (400-1¼)	
LNAV/VNAV DA	2100-1¾		471 (500-1¾)	
LNAV MDA	2040-1 411 (500-1)		2040-1¼ 411 (500-1¼)	
CIRCLING	2100-1 471 (500-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

MIRL Rwy 10-28 **0**
HIRL Rwy 18-36 **0**
REIL Rwy 18, 28 and 36 **0**

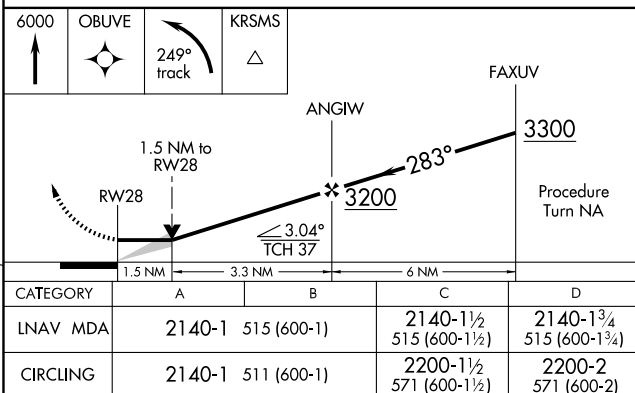
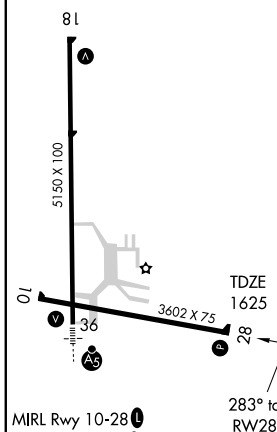
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

MISSED APPROACH: Climb to 6000 direct OBUVE and via track 249° to KRSMS and hold.

UNICOM
122.7 (CTAF) **L**

EC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 1629



WAAS	APP CRS	Rwy Idg	5150
CH 49115	001°	TDZE	1627
W36A		Apt Elev	1629

RNAV (GPS) RWY 36

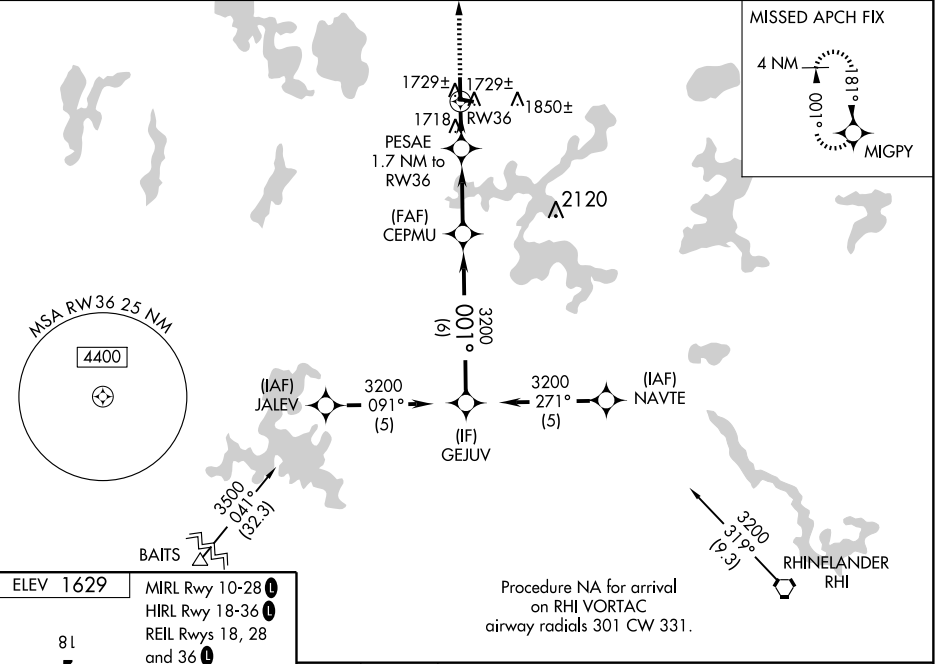
MINOCQUA-WOODRUFF/LAKELAND/NOBLE F. LEE MEM. FIELD (ARV)

T Baro-VNAV NA when using Eagle River altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply to LNAV Cats A, B, C. For inoperative MALS, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. When local altimeter setting not received, use Eagle River altimeter setting and increase all DA 47 feet and all MDA 60 feet and increase Circling Cat C visibility ¼ mile. Inoperative table does not apply to LNAV Cats A, B when using Eagle River altimeter setting. For inoperative MALS when using Eagle River altimeter setting, increase LNAV Cats C, D, visibility ¼ mile.

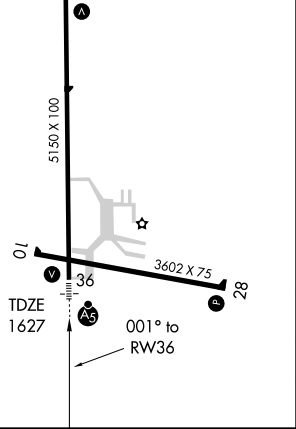
MALS

MISSED APPROACH:
Climb to 3300 direct MIGPY and hold.

AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GREEN BAY RADIO 122.6	UNICOM 122.7 (CTAF)
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ELEV 1629	MIRL Rwy 10-28
	HIRL Rwy 18-36
	REIL Rwy 18, 28 and 36



	3300	MIGPY		Procedure Turn NA
*LNAV only	PESAE 1.7 NM to RW36	CEPMU	GEJUV	
	RW36	001°	3200	GS 3.00° TCH 45
	1.7 NM	3.1 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	1948-1	321 (400-1)		
LNAV/VNAV DA	1999-1	372 (400-1)		
LNAV MDA	1980-1	353 (400-1)		
CIRCLING	2100-1	471 (500-1)	2200-1½ 571 (600-1½)	2200-2 571 (600-2)

APP CRS	Rwy Idg	5000
121°	TDZE	1086
	Apt Elev	1086

RNAV (GPS) RWY 12

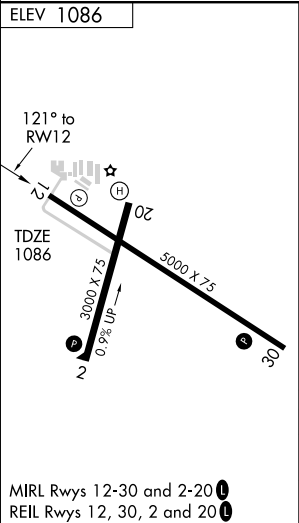
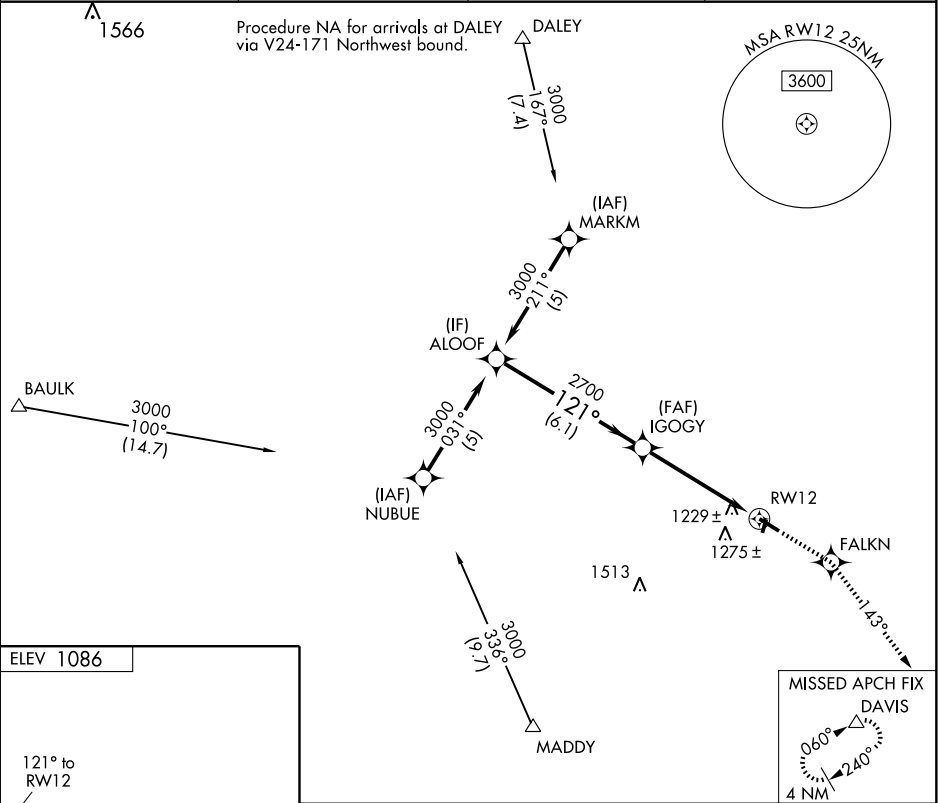
MONROE MUNI (EFT)

▼ DME/DME RNP-0.3 NA. VDP NA when using Albeturs altimeter setting. When local altimeter setting not received, use Albeturs altimeter setting and increase all MDA 100 feet, increase LNAV Cat. C/D and Circling Cat. C visibility ¼ mile.

▲

MISSED APPROACH: Climb to 3000 direct FALKN and via 143° track to DAVIS and hold.

AWOS-3 118.375	ROCKFORD APP CON 126.0 327.0	GCO 121.725	UNICOM 123.05 (CTAF) 0
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Procedure Turn NA	3000	ALOOF	IGOGY	1.1 NM to RW12	3000	FALKN	143° TRK	DAVIS
	3000	121°	2700	3.04° TCH 40				
	6.1 NM	3.8 NM	1.1					
CATEGORY	A	B	C	D				
LNAV MDA	1480-1	394 (400-1)		1480-1¼ 394 (400-1¼)				
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)				

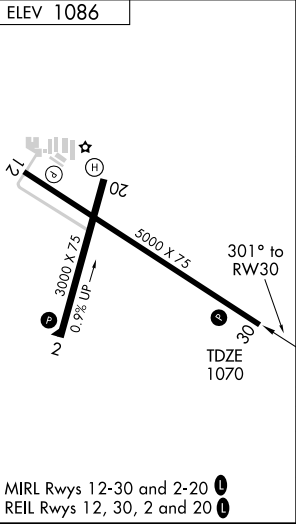
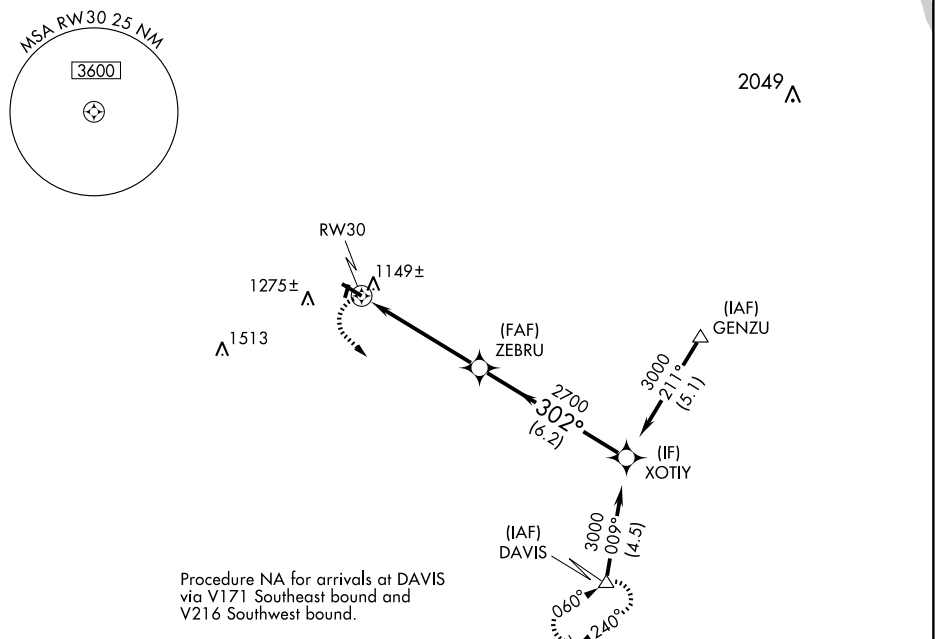
APP CRS	Rwy Idg	5000
301°	TDZE	1070
	Apt Elev	1086

RNAV (GPS) RWY 30

MONROE MUNI (EFT)

<div><div>▼</div><div>▲</div></div> <div>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albetrus altimeter setting and increase all MDA 100 feet, increase LNAV Cat. C/D and Circling Cat. C visibility ¼ mile. VDP NA when using Albetrus altimeter setting.</div>	MISSED APPROACH: Climbing left turn to 3000 direct DAVIS and hold.
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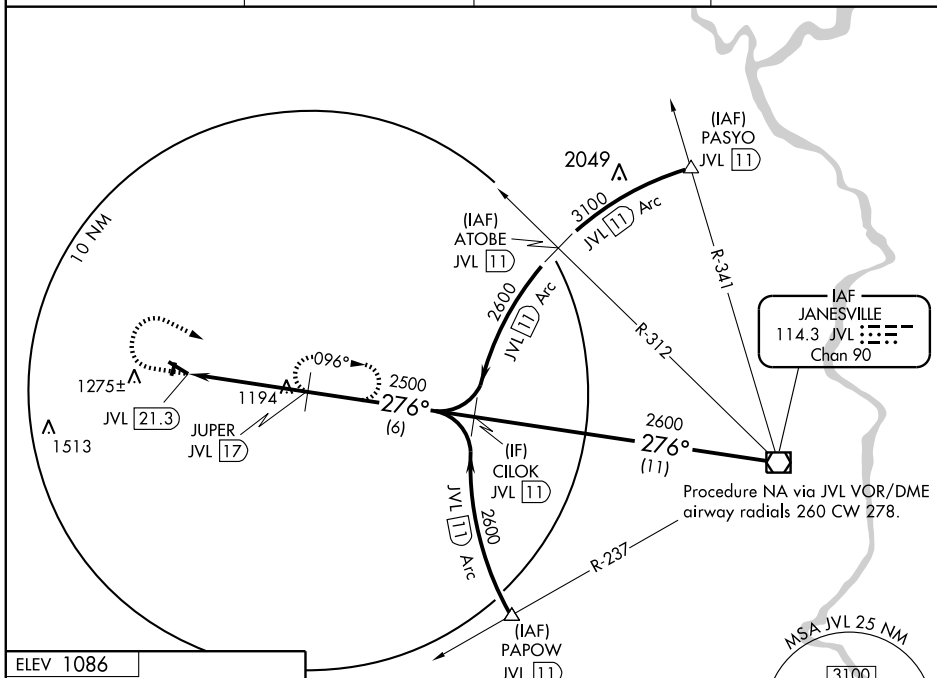
AWOS-3 118.375	ROCKFORD APP CON 126.0 327.0	GCO 121.725	UNICOM 123.05 (CTAF) 0
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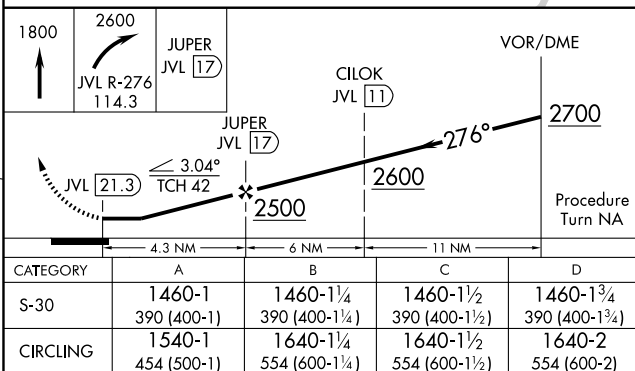
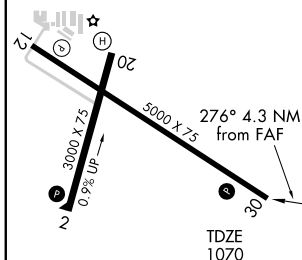
	3000	DAVIS		XOTIY	3000
		△			
			ZEBRU		
			2700		
			301°		302°
			1.2 NM to RW30		
			≤ 3.04°		
			TCH 42		
			1.2	3.8 NM	6.2 NM
CATEGORY	A	B	C	D	
LNAV MDA	1480-1	410 (400-1)	1480-1¼	410 (400-1¼)	
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)	

VOR/DME RWY 30
MONROE MUNI (EFT)

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 via JVL VOR/DME R-276 to JUPER/JVL 17 DME and hold.

UNICOM
123.05 (CTAF) 

ELEV 1086



MIRL Rwy 12-30 and 2-20 **L**
REIL Rwy 12, 30, 2 and 20 **L**

AIRPORT DIAGRAM

AL-5674 (FAA)

MOSINEE/CENTRAL WISCONSIN (CWA)
MOSINEE, WISCONSIN

ATIS
127.45
CWA TOWER★
119.75 360.7
GND CON
121.9 360.7

D

△
1422 ±

VAR 1.8° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

HANGARS
CONTROL TOWER
TERMINAL

FUEL FARM

ELEV
1260

FIELD
ELEV
1277

ELEV
1273

△1

8 171.9°

LAHSO

LAHSO

6500 X 150

ELEV
1225

35

0.8% UP

351.9°

7647 X 150

259.2°

44° 47' N

RWY 8-26
S95, D160, ST175, DT270
RWY 17-35
S75, D105, ST133, DT180

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

44° 46' N

89° 40' W

89° 39' W

EC-3, 17 DEC 2009 to 14 JAN 2010

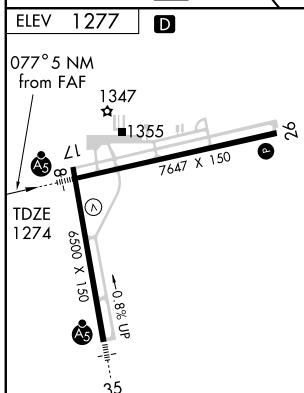
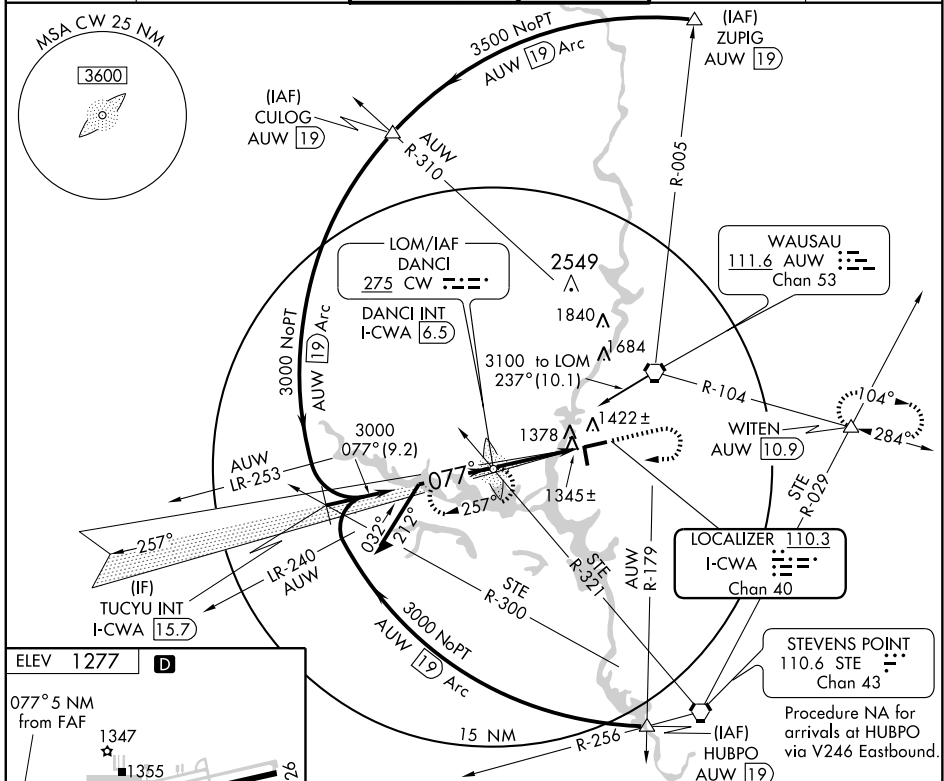
LOC/DME I-CWA	APP CRS	Rwy Idg	7647
110.3	077°	TDZE	1274
Chan 40		Apt Elev	1277

ILS or LOC RWY 8

MOSINEE/CENTRAL WISCONSIN(CWA)

<p>T For inoperative MALSRS, increase S-LOC 8 Cat. D visibility to 1. When VGSI Inop, circling to Rwy 26 NA at night. If local altimeter setting not received, use Wausau Downtown altimeter setting and increase all DAs/MDAs 40 feet. VDP NA with Wausau Downtown altimeter setting. ADF Required.</p>	<p>MALSRS</p> <p>A5</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct Danci LOM/Int/ I-CWA 6.5 DME and hold.</p>
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ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75(CTAF) 360.7	121.9 360.7	122.95



REIL Rwy 17 and 26					
HIRL Rwy 8-26 and 17-35 L					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

Remain within 10 NM				
GS 3.00°				
TCH 56				
3000				
077°				
2944				
257°				
Use I-CWA DME when on the localizer course.				
4.2 NM				
0.8 NM				
CATEGORY	A	B	C	D
S-ILS 8	1474-1/2	200 (200-1/2)		
S-LOC 8	1600-1/2	326 (400-1/2)		1600-3/4
				326 (400-3/4)
CIRCLING	1780-1	503 (600-1)	1800-1/2	1840-2
			523 (600-1/2)	563 (600-2)

LOC/DME I- PHS 110.9 Chan 46	APP CRS 350°	Rwy Idg TDZE Apt Elev 6500 1256 1277
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ILS or LOC RWY 35

MOSINEE/CENTRAL WISCONSIN(C/WA)

▼

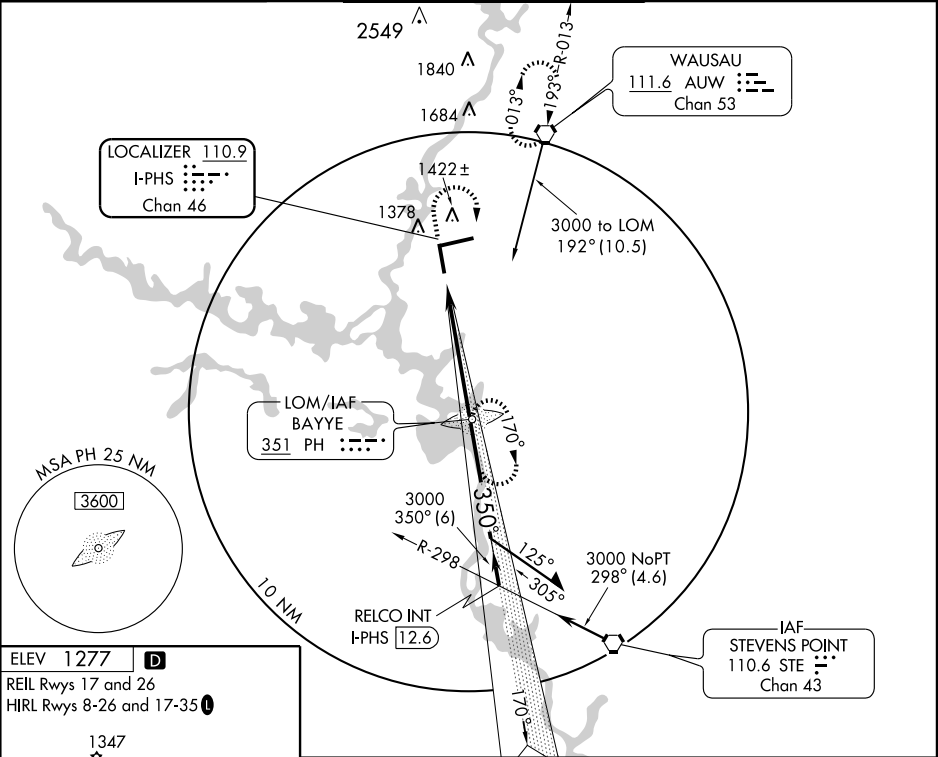
▲

If local altimeter setting not received, use Wausau altimeter setting and increase all DAs/MDAs 40 feet.
ADF REQUIRED

MALSR

MISSED APPROACH: Climb to 3000, then climbing right turn to 3000 direct BAYYE LOM and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER ★ 119.75(CTAF) 360.7	GND CON 121.9 360.7	UNICOM 122.95
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ELEV 1277

D

REIL Rwy 17 and 26
HIRL Rwy 8-26 and 17-35

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

<div>2000</div> <div>↑</div>	<div>3000</div> <div></div>	<div>PH</div> <div></div> <div>351</div>	<div>LOM</div> <div>2983</div> <div>170°</div> <div>350°</div> <div>3000</div> <div>3000</div> <div>5.3 NM</div> <div>GS 3.00°</div> <div>TCH 43</div>		<div>Remain within 10 NM</div>
I-PHS		1.2			
CATEGORY	A	B	C	D	
S-ILS 35	1456-1/2 200 (200-1/2)				
S-LOC 35	1600-1/2 344 (400-1/2)			1600-3/4 344 (400-3/4)	
CIRCLING	1740-1 463 (500-1)		1740-1 1/2 463 (500-1 1/2)	1840-2 563 (600-2)	

LOC/DME I-CWA 110.3 Chan 40	APP CRS 257°	Rwy Idg 7647 TDZE 1260 Apt Elev 1277
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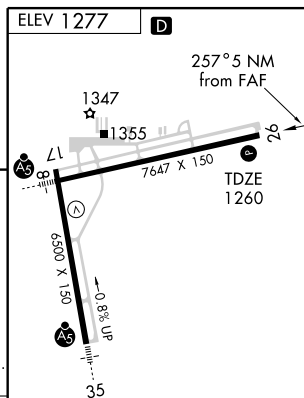
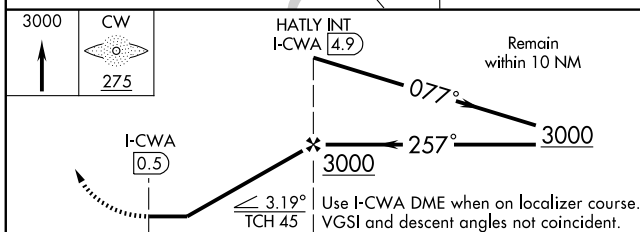
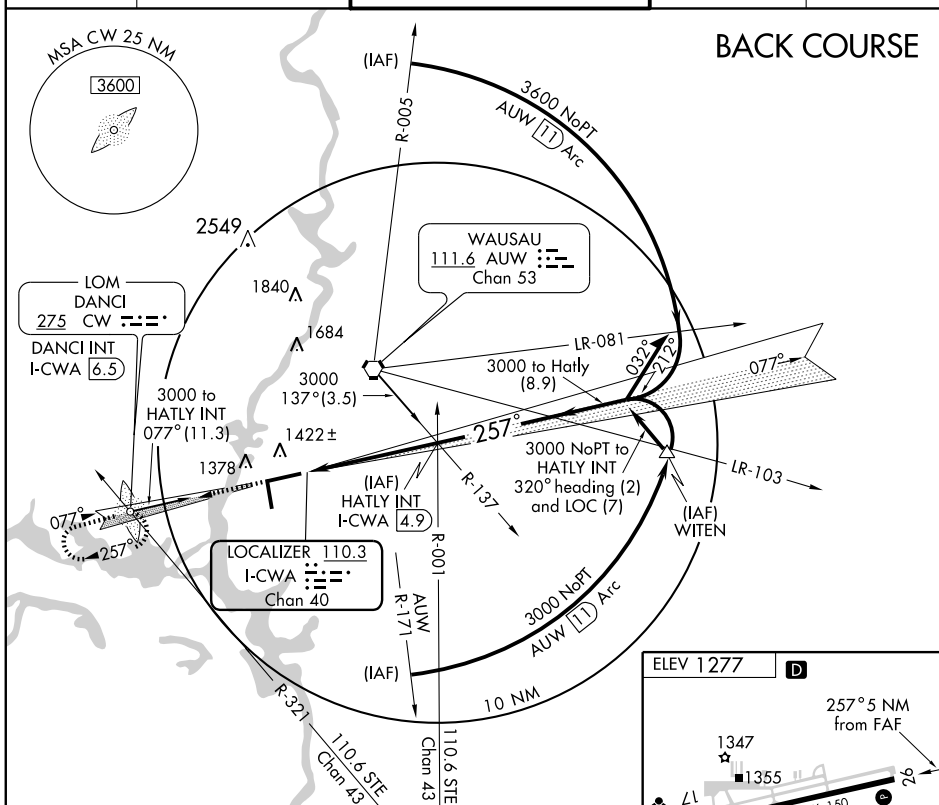
LOC BC RWY 26

MOSINEE/CENTRAL WISCONSIN(CWA)

T Disregard glide slope indications.

MISSED APPROACH: Climb to 3000 direct
DANCE LOM/Int/I-CWA 6.5 DME and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER★ 119.75(CTAF) 0 360.7	GND CON 121.9 360.7	UNICOM 122.95
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REIL Rwys 17 and 26

HIRL Rwy 8-26 and 17-35 **L**

FAF to MAP 4.3 NM

CATEGORY	A		B	C	D	REIL Rwy 17 and 26 HRL Rwy 8-26 and 17-35 FAF to MAP 4.3 NM					
S-26	1640-1 380 (400-1)				1640-1¼ 380 (400-1¼)						
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)		1840-2 563 (600-2)	Knots	60	90	120	150	180
						Min:Sec	4:18	2:52	2:09	1:43	1:26

APP CRS	Rwy Idg	7647
077°	TDZE	1274
	Apt Elev	1277

RNAV (GPS) RWY 8

MOSINEE/CENTRAL WISCONSIN(CWA)

▼

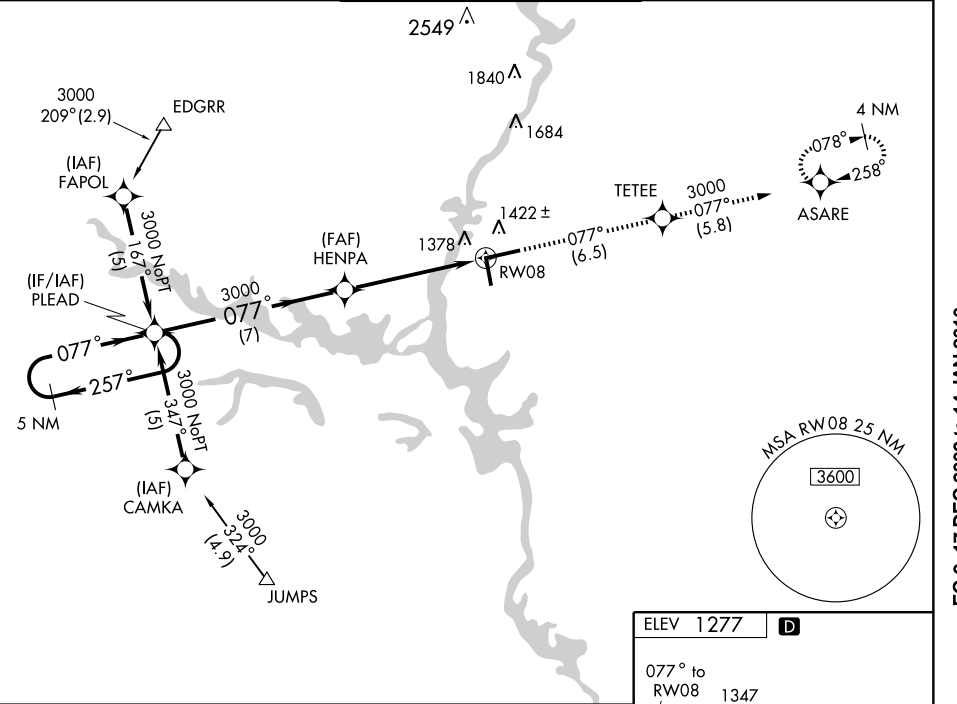
NA

For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1.
Baro-VNAV NA below -17°C (1° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

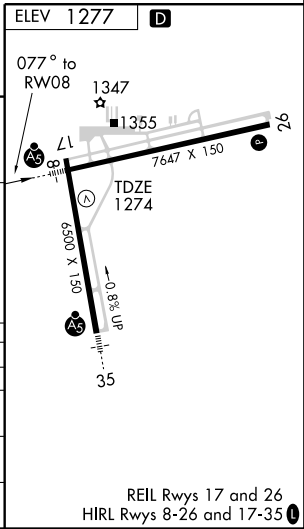
MALSR

MISSED APPROACH: Climb to 3000 via 077° course to TETEE
WP then via 077° course to ASARE
WP and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER★ 119.75(CTAF) 360.7	GND CON 121.9 360.7	UNICOM 122.95
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5 NM Holding Pattern				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1600-½ 326 (400-½)		1600-¾ 326 (400-¾)	
LNAV MDA	1720-½ 446 (500-½)		1720-¾ 446 (500-¾)	1720-1 446 (500-1)
CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)



APP CRS	Rwy Idg	6500
170°	TDZE	1277
	Apt Elev	1277

RNAV (GPS) RWY 17

MOSINEE/CENTRAL WISCONSIN(C/WA)

▼

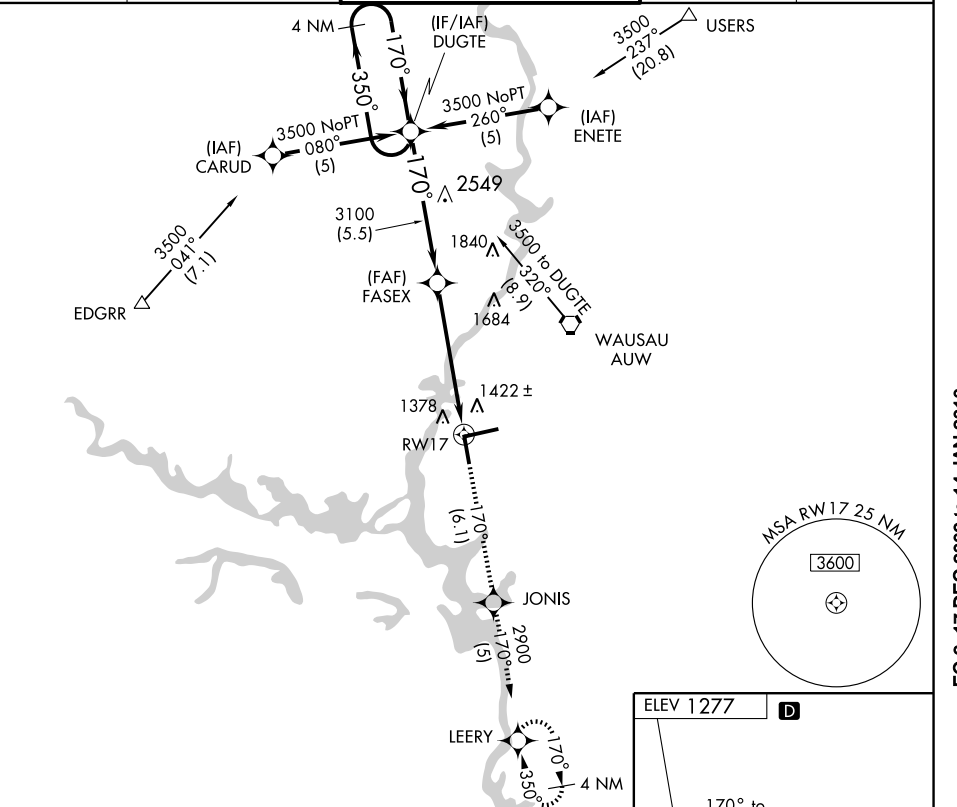
Baro-VNAV NA below -17°C (1° F).

▲

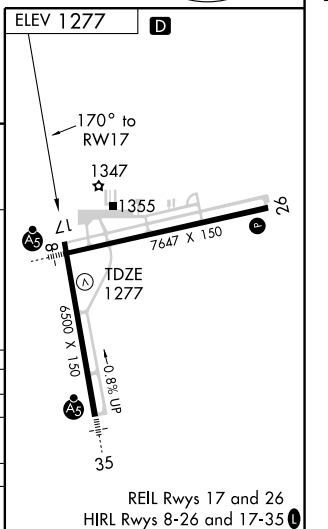
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 via 170° course to JONIS WP then via 170° course to LEERY WP and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER★	GND CON	UNICOM
127.45	124.4 317.7	119.75 (CTAF) 0 360.7	121.9 360.7	122.95



4 NM Holding Pattern				
GS 3.00° TCH 42				
5.5 NM 4.4 NM 1.1				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LN/V VNAV DA	1680-1½ 403 (500-1½)			
LN/V MDA	1680-1	403 (500-1)	1680-1¼	403 (500-1¼)
CIRCLING	1740-1½ 463 (500-1½)		1840-2 563 (600-2)	



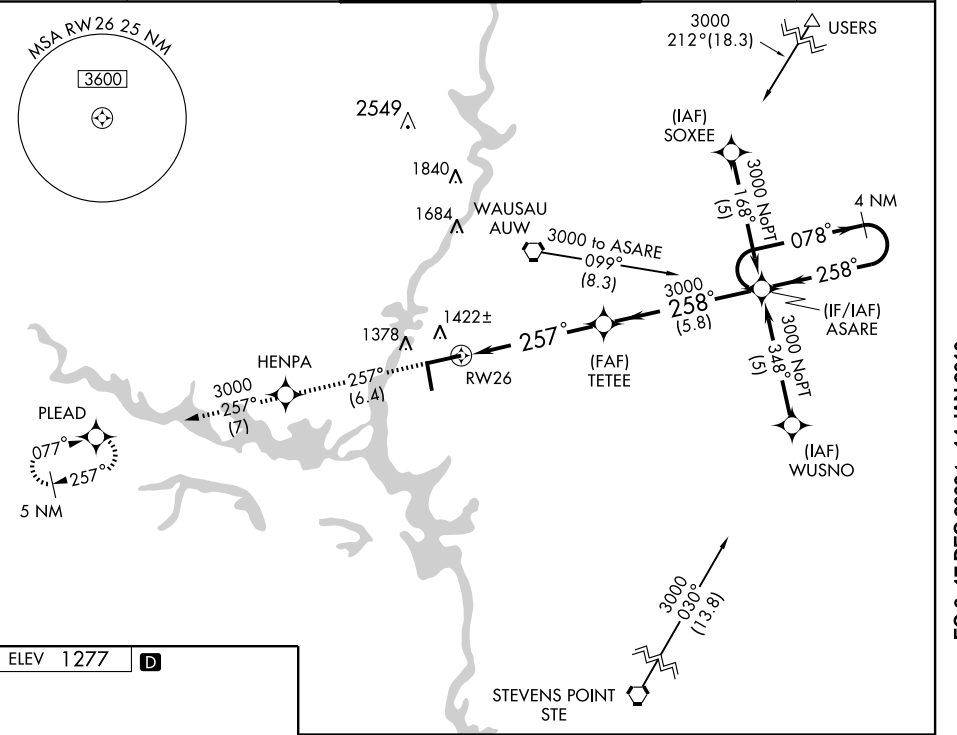
▼

NA

Baro-VNAV NA below -17°C (1° F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via 257° course to HENPA WP then via 257° course to PLEAD WP and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER ★ 119.75 (CTAF) 360.7	GND CON 121.9 360.7	UNICOM 122.95
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ELEV 1277

D

1347

TDZE 1260

7647 X 150

257° to RW26

35

051 X 0059

0830

3000

HENPA

PLEAD

CRS 257°

CRS 257°

TETEE

ASARE

4 NM Holding Pattern

078°

258°

3000

GS 3.00°

TCH 54

1.1

4.1 NM

5.8 NM

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1660-1¼ 400 (400-1¼)			
LNAV MDA	1660-1 400 (400-1)			1660-1¼ 400 (400-1¼)
CIRCLING	1740-1¼ 463 (500-1¼)		1740-1½ 463 (500-1½)	1840-2 563 (600-2)

REIL Rwy 17 and 26
HIRL Rwy 8-26 and 17-35

▼
▲ NA

For inoperative MALSR, increase LNAV Cat. D visibility to 1¼.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -17°C (1° F).

MALSR
A5

MISSED APPROACH: Climb to 3500
via 350° course to FASEX WP then via
350° course to DUGTE WP and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER★ 119.75(CTAF) 360.7	GND CON 121.9 360.7	UNICOM 122.95
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	3500	FASEX	DUGTE	
	CRS 350°	CRS 350°		
	*LNAV only			
		*1.1 NM to RW35		
	RW35			
	1.1	3.9 NM	5 NM	
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1600-¾ 344 (400-¾)			
LNAV MDA	1620-½ 364 (400-½)			1620-1 364 (400-1)
CIRCLING	1740-1¼ 463 (500-1¼)	1740-1½ 463 (500-1½)		1840-2 563 (600-2)

EC-3.17 DEC 2009 to 14 JAN 2010

VORTAC STE	APP CRS	Rwy Idg	6500
110.6	336°	TDZE	1256
Chan 43		Apt Elev	1277

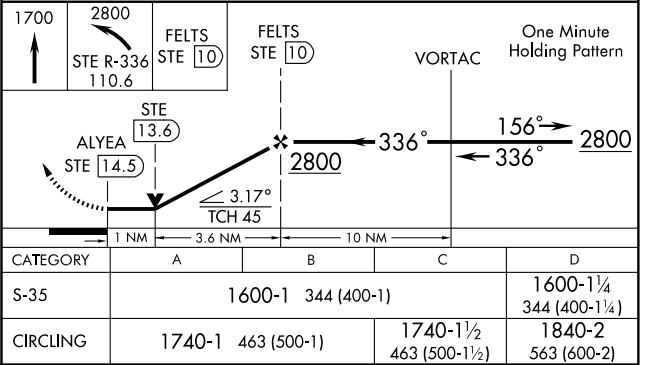
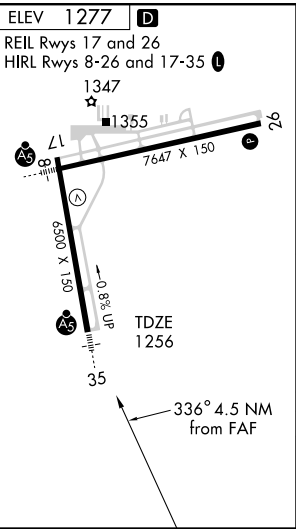
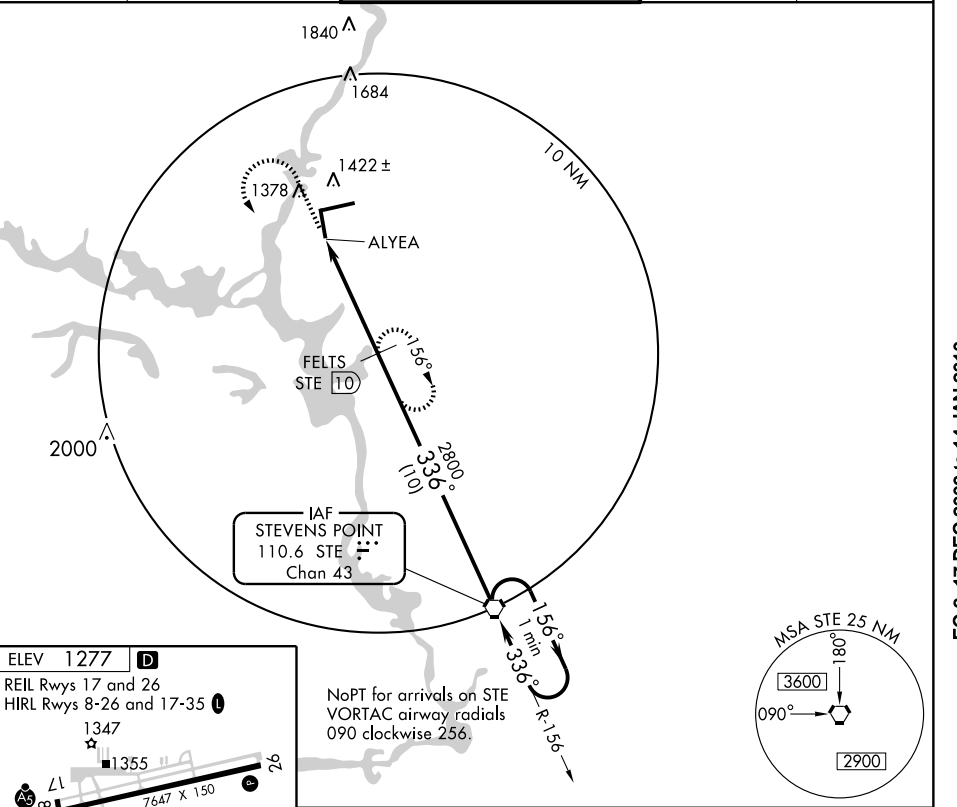
▼

MALSRL

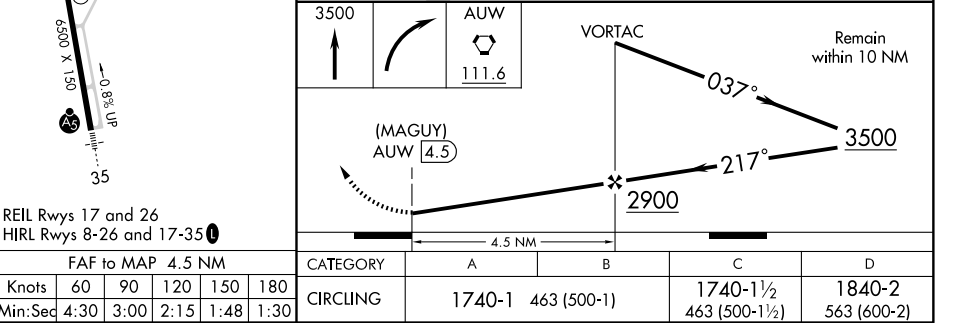
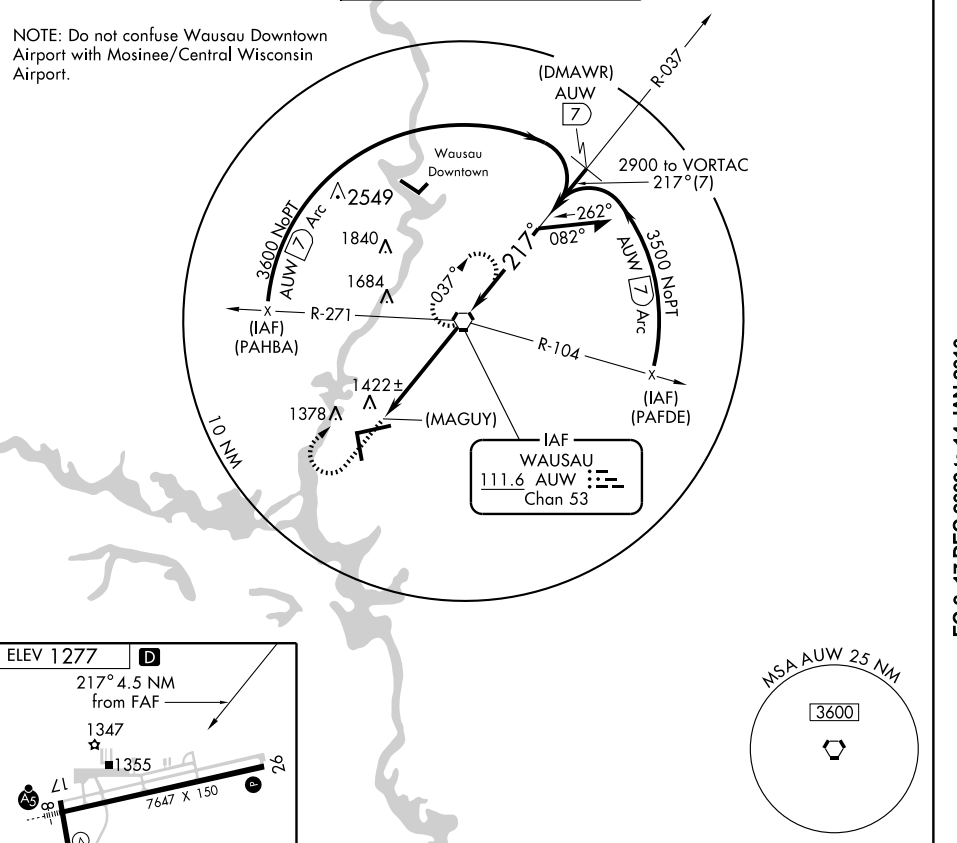
AS

MISSED APPROACH: Climb to 1700 then climbing left turn to 2800 via STE R-336 to FELTS and hold.

ATIS	MINNEAPOLIS CENTER	CWA TOWER ★	GND CON	UNICOM
127.45	124.4 317.7	119.75(CTAF) 360.7	121.9 360.7	122.95



<div>▼</div>			<div>MISSED APPROACH: Climb to 3500 then right turn direct A UW VORTAC and hold.</div>		
<div>ATIS</div> <div>127.45</div>	<div>MINNEAPOLIS CENTER</div> <div>124.4 317.7</div>	<div>CWA TOWER ★</div> <div>119.75(CTAF) 360.7</div>	<div>GND CON</div> <div>121.9 360.7</div>	<div>UNICOM</div> <div>122.95</div>	



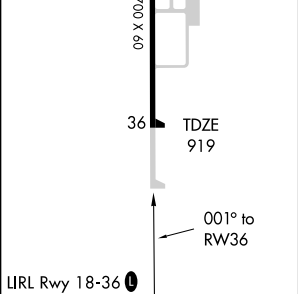
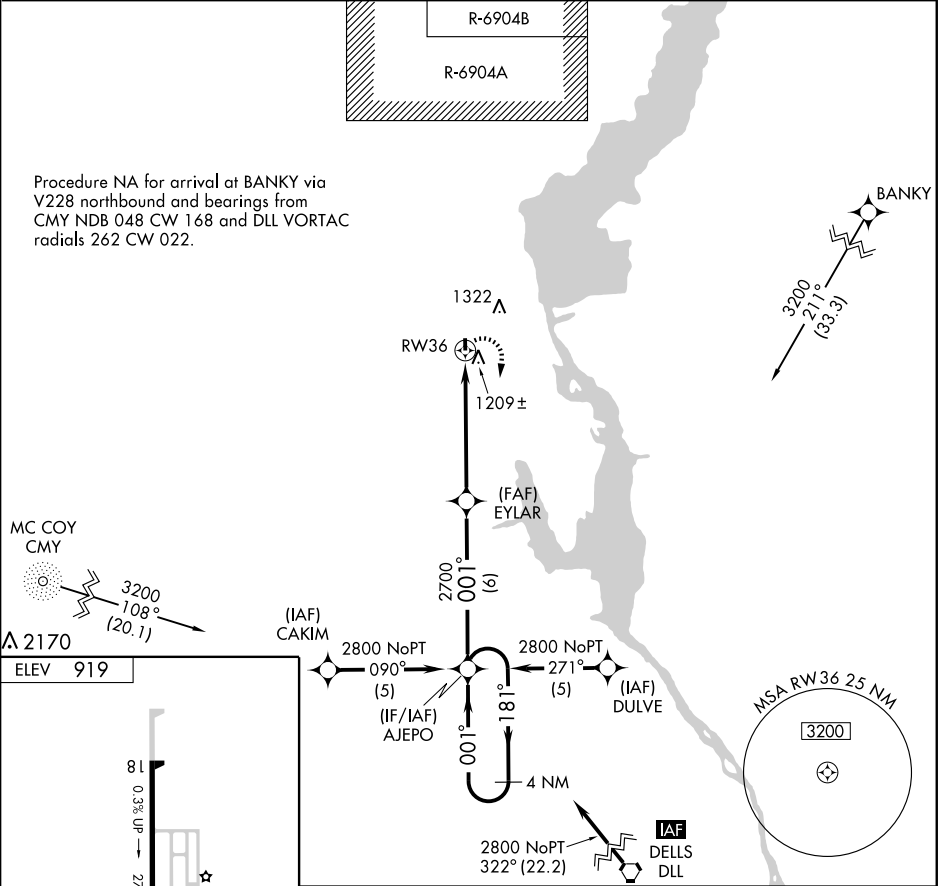
RNAV (GPS) RWY 36

NECEDAH (DAF)

APP CRS	Rwy Idg	2700
001°	TDZE	919
	Apt Elev	919

▲ NA	Use Wisconsin Rapids altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. IAF ARM APPROACH MODE PRIOR TO IAF.	MISSED APPROACH: Climbing right turn to 2800 direct AJEPO WP and hold.
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WISCONSIN RAPIDS ASOS 126.575	VOLK APP CON ★ 135.25 290.8	UNICOM 122.7 (CTAF) 0
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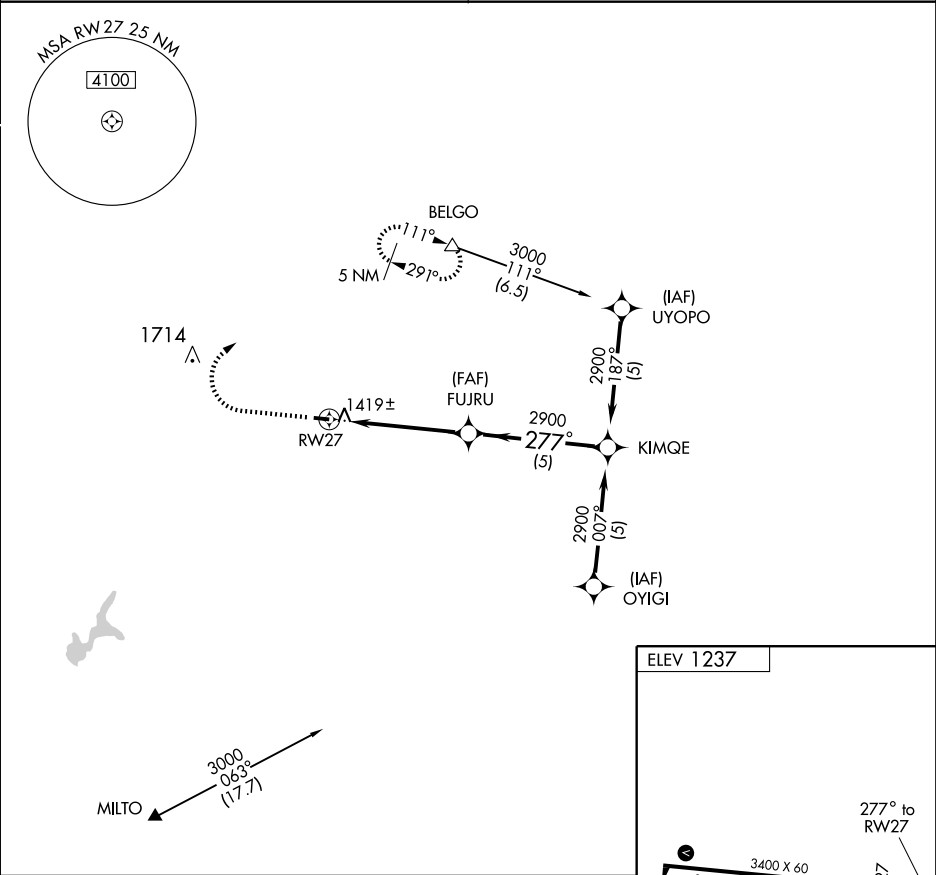
4 NM Holding Pattern		AJEPO	EYLAR	2800	AJEPO
2800 ← 181°		001° →	001°	2700	
				3.05° TCH 40	
				6 NM	5.4 NM
CATEGORY	A	B	C	D	
LNNAV MDA	1540-1	621 (700-1)		NA	
CIRCLING	1580-1	661 (700-1)		NA	

NA

Use Marshfield altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct BELGO WP and hold.

MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
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2200

3000

BELGO

FUJRU

KIMQE

RWY27

277°

2900

Procedure Turn
NA

5 NM

5 NM

CATEGORY	A	B	C	D
S-27	1720-1	483 (500-1)	NA	
CIRCLING	1760-1	523 (600-1)	NA	

ELEV 1237

277° to RWY27

3400 X 60

0.9% UP

27

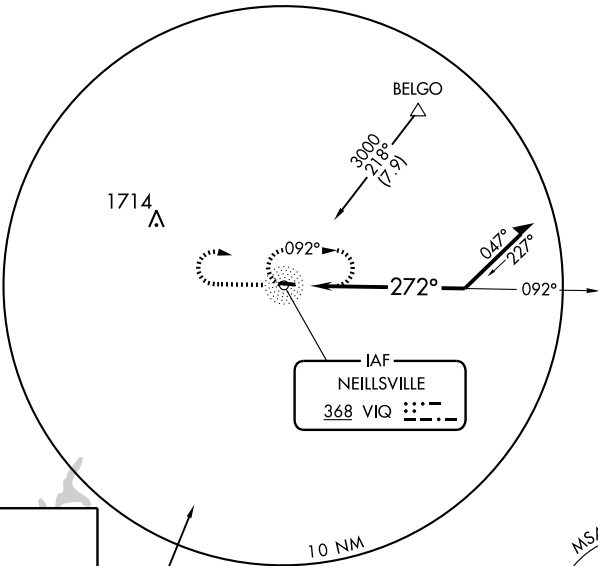
TDZE 1237

LIRL Rwy 9-27 0

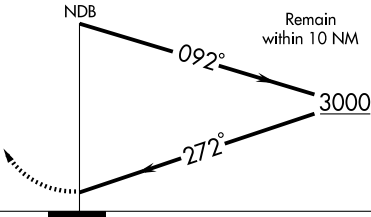
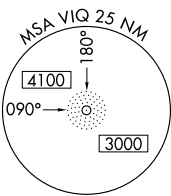
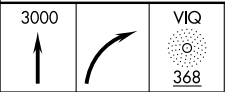
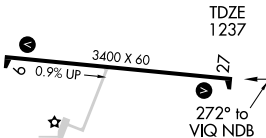
NDB	VIQ	APP CRS	Rwy Idg	3400
		272°	TDZE	1237
			Apt Elev	1237

NDB RWY 27
NEILLSVILLE MUNI (VIQ)

▲ NA	Use Marshfield altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct VIQ NDB and hold.
MINNEAPOLIS CENTER 124.4 317.7		UNICOM 122.8 (CTAF) 0



ELEV 1237



LIRL Rwy 9-27 **0**

CATEGORY	A	B	C	D
S-27	1840-1	603 (700-1)	NA	
S-CIRCLING	1840-1	603 (700-1)	NA	

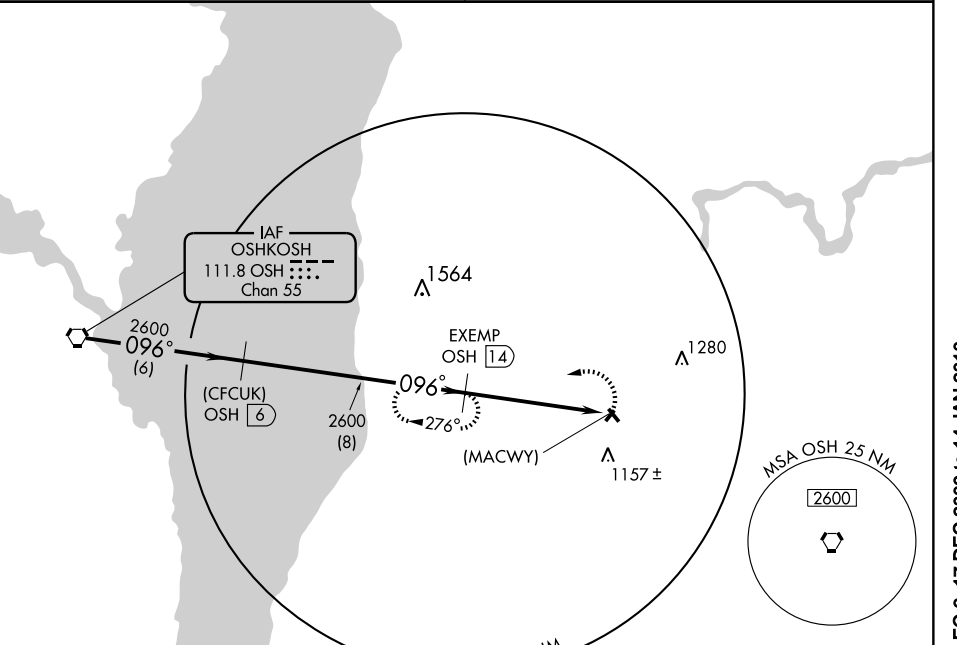
NA

Use Oshkosh altimeter setting; when not available, use Green Bay altimeter setting. Circling NA to Rwy 4-22.

MISSED APPROACH: Climbing left turn to 2600 via OSH R-096 to EXEMP 14 DME and hold.

MILWAUKEE APP CON
127.0 263.075

UNICOM
123.0 (CTAF)



VORTAC

(CFCUK) OSH 6

EXEMP OSH 14

2600

EXEMP OSH 14

2600

2600

096°

2600

2600

6 NM

8 NM

5.2 NM

CATEGORY

A

B

C

D

CIRCLING

1520-1
528 (600-1)

1560-1
568 (600-1)

1560-1½
568 (600-1½)

NA

GREEN BAY ALTIMETER SETTING MINIMUMS

1580-1
588 (600-1)

1620-1
628 (700-1)

1620-1½
628 (700-1½)

NA

ELEV 992

096° 5.2 NM from FAF

14

22

32

2600 X 250

3600 X 75

REIL Rwy 14 and 32

MIRL Rwy 14-32

Knots

60

90

120

150

180

Min:Sec

▼

▲NA

Use Volk Field altimeter setting; if not received use Wisconsin Dells altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct RIRIQ WP and hold.

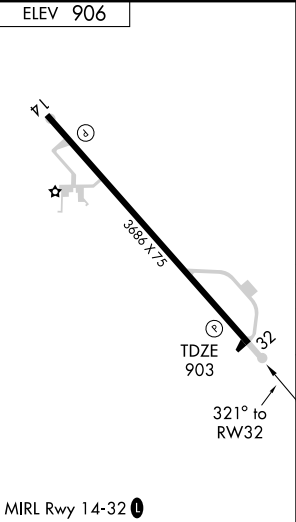
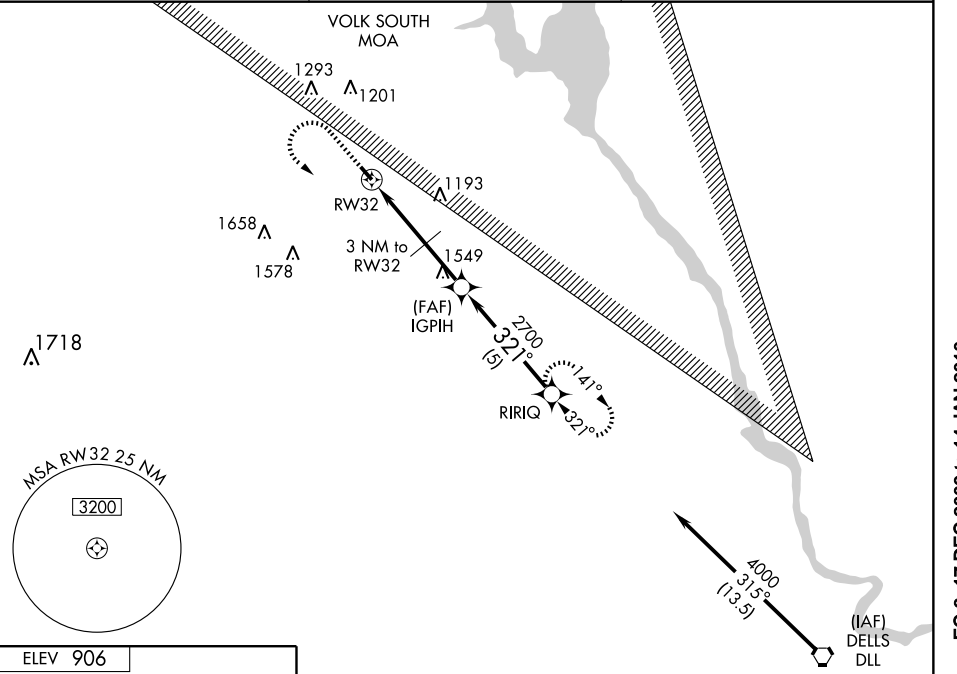
VOLK APP CON ★

123.8 291.7

CTAF

122.9

122.8 0



	1900	4000	RIRIQ	
			IGPIH	
			3 NM to RW32	
			RW32	
			2000	
			2700	
			321°	
			4000	
			Procedure Turn NA	
			3 NM	
			2 NM	
			5 NM	
CATEGORY	A	B	C	D
S-32	1440-1	537 (600-1)	1440-1½ 537 (600-1½)	1440-1¾ 537 (600-1¾)
CIRCLING	1580-1	674 (700-1)	1580-2 674 (700-2)	1640-2¼ 734 (800-2¼)
WISCONSIN DELLS ALTIMETER SETTING MINIMUMS				
S-32	1500-1	597 (600-1)	1500-1½ 597 (600-1½)	1500-1¾ 597 (600-1¾)
CIRCLING	1620-1	714 (800-1)	1620-2 714 (800-2)	1700-2½ 794 (800-2½)

NDB RNH <u>257</u>	APP CRS 134°	Rwy Idg 5507 TDZE 997 Apt Elev 997
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NDB RWY 14
NEW RICHMOND RGNL (RNH)

T
A NA When local altimeter setting not received, use
Osceola altimeter setting and increase all MDAs
40 feet and Cat. B, C and D visibilities $\frac{1}{4}$ mile.

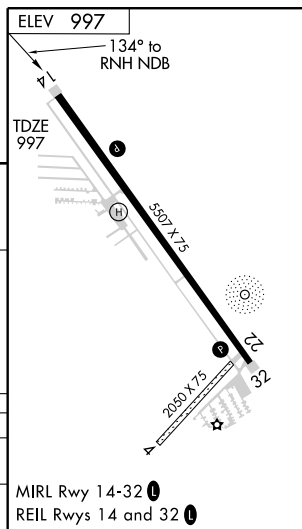
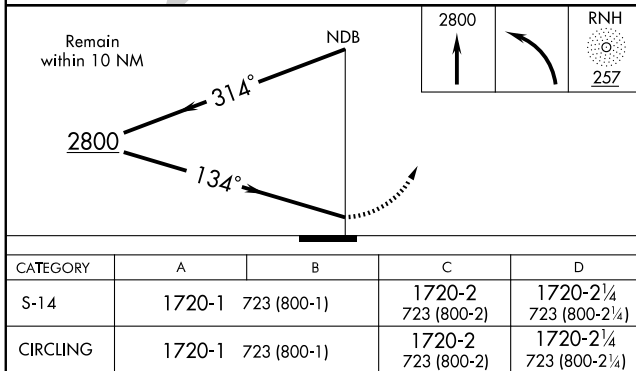
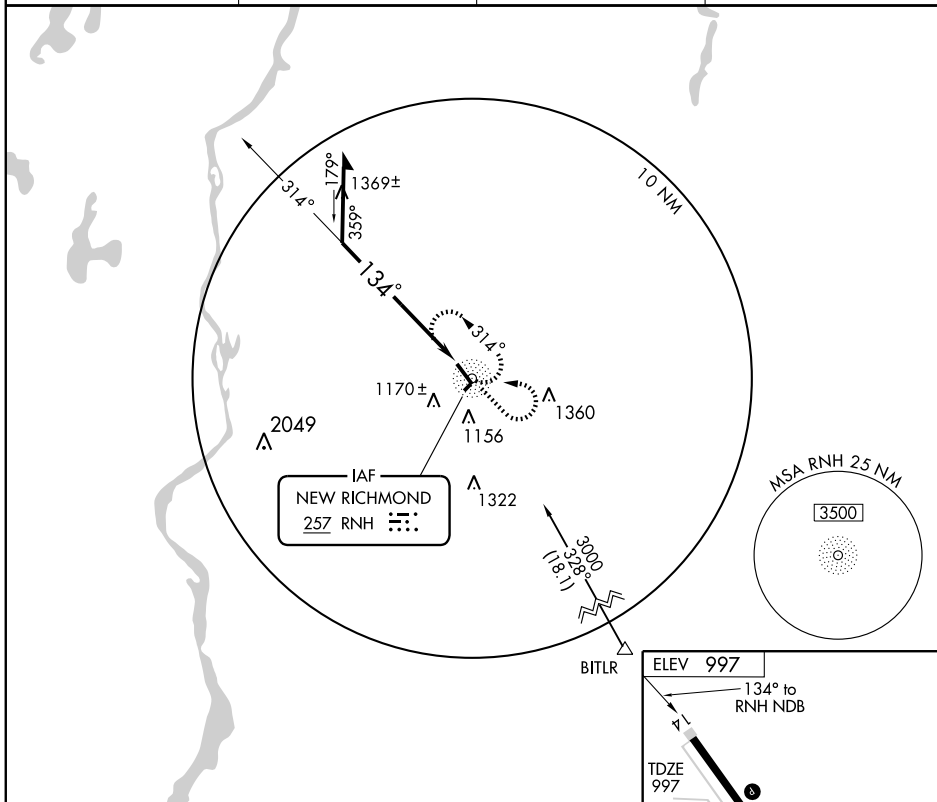
MISSED APPROACH: Climb to 2800 then left turn direct RNH NDB and hold.

AWOS-3
120.0

MINNEAPOLIS APP CON
121.2 357.4

GCO
121.725

UNICOM
122.975 (CTAF) **L**

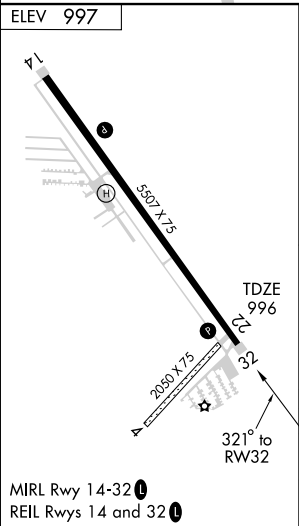
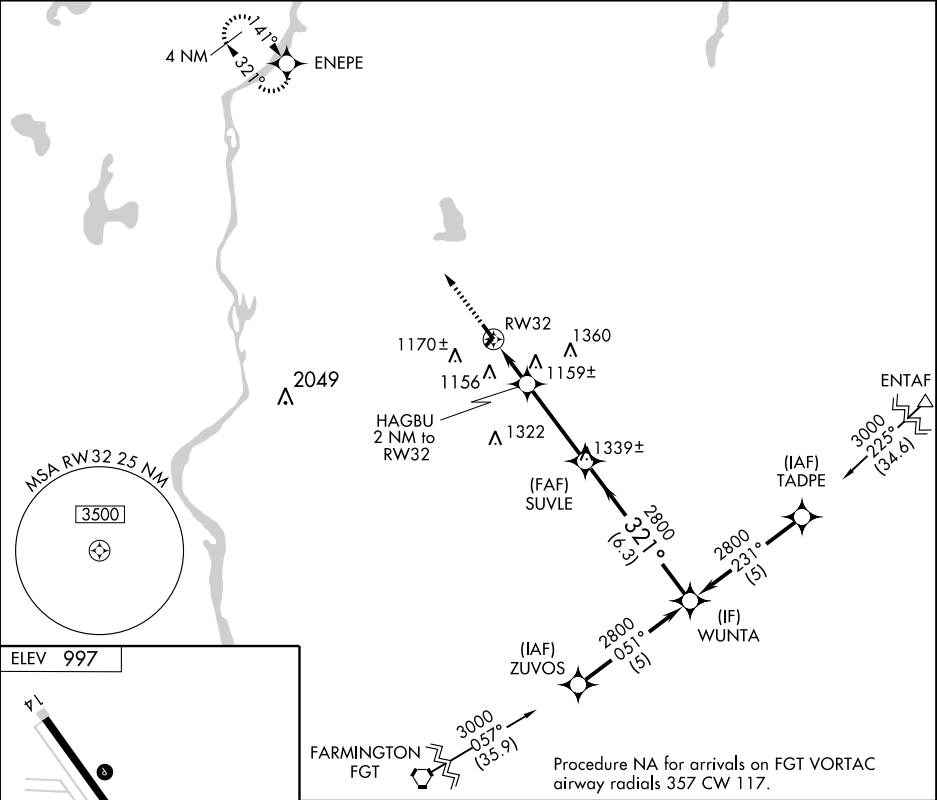


APP CRS	Rwy Idg	5507
321°	TDZE	996
	Apt Elev	997

RNAV (GPS) RWY 32
NEW RICHMOND RGNL (RNH)

	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Osceola altimeter setting and increase all MDAs 40 feet and Cat D LNAV visibility ¼ mile.	MISSED APPROACH: Climb to 2700 direct ENEPE and hold.
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AWOS-3 120.0	MINNEAPOLIS APP CON 121.2 357.4	GCO 121.725	UNICOM 122.975 (CTAF) 0
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2700	ENEPE	Procedure Turn NA			
		HAGBU 2 NM to RW32	SUVLE	WUNTA	
		1.3 NM to RW32	2800	321°	2800
		1.3	0.7	3.5 NM	6.3 NM
CATEGORY	A	B	C	D	
LNAV MDA	1420-1	424 (500-1)	1420-1 ¼	424 (500-1 ¼)	
CIRCLING	1520-1	523 (600-1)	1520-1 ½ 523 (600-1 ½)	1560-2 563 (600-2)	

NA

Use Green Bay altimeter setting.

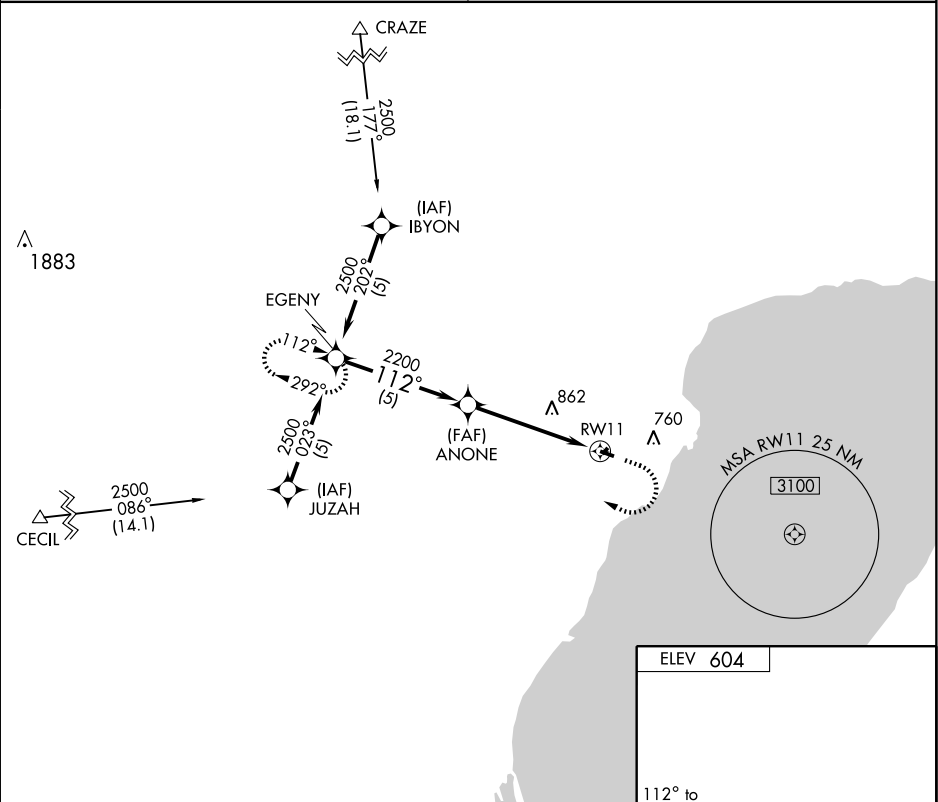
MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct EGENY WP and hold.

GREEN BAY APP CON ★

119.5 338.2

UNICOM

122.8 (CTAF)



<div>EGENY</div> <div>2500</div> <div>Procedure Turn NA</div> <div>112°</div> <div>ANONE</div> <div>2200</div> <div>RW11</div> <div>5 NM</div> <div>5 NM</div>				
CATEGORY	A		C	D
S-11	1200-1 596 (600-1)		1200-1½ 596 (600-1½)	NA
CIRCLING	1200-1 596 (600-1)		1200-1½ 596 (600-1½)	NA

ELEV 604

112° to RW11

TDZE 604

3199 X 75

1645 X 150

REIL Rwy 11

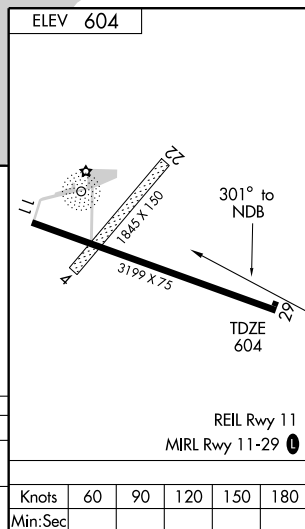
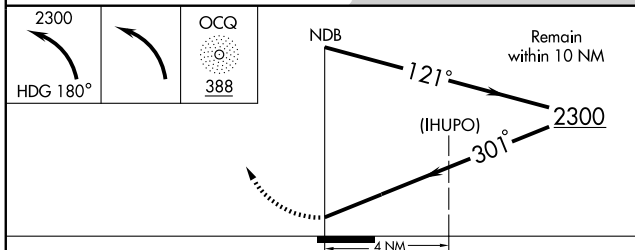
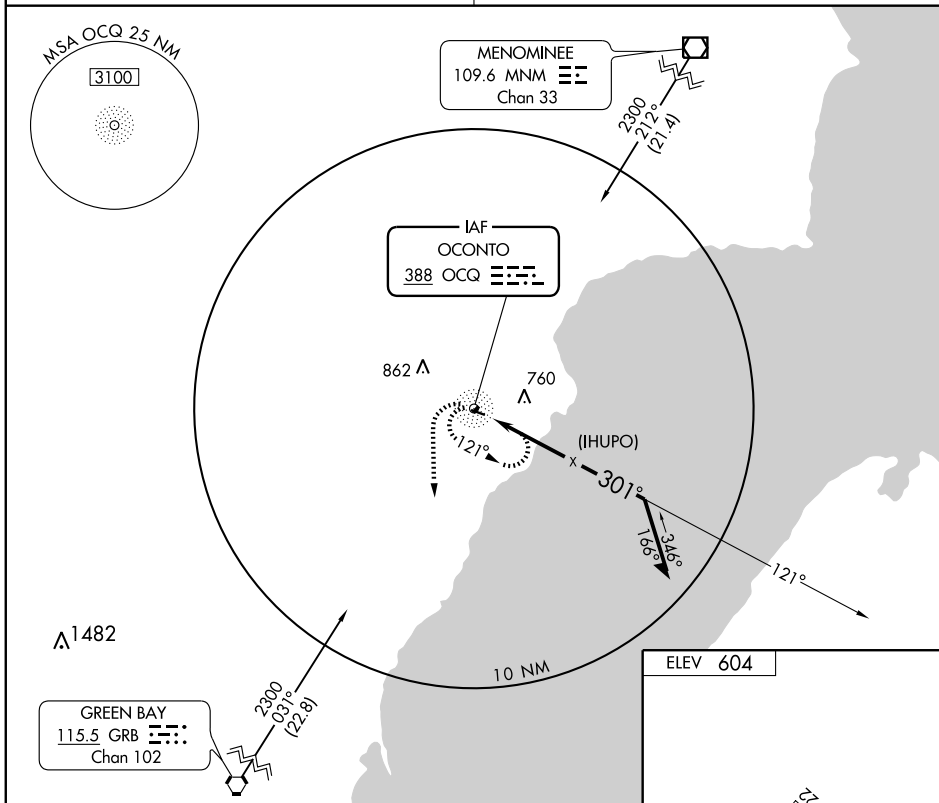
MIRL Rwy 11-29

NDB OCQ	APP CRS	Rwy Idg	3199
<u>388</u>	301°	TDZE	604
		Apt Elev	604

NDB or GPS RWY 29

OCONTO/J. DOUGLAS BAKE MEMORIAL (OCQ)

NA Use Green Bay altimeter setting.	MISSED APPROACH: Climbing left turn to 2300 via heading 180° then left turn direct OCQ NDB and hold.
GREEN BAY APP CON ★ 119.5 338.2	UNICOM 122.8(CTAF) 0



CATEGORY	A	B	C	D
S-29	1240-1 636 (700-1)		1240-1¾ 636 (700-1¾)	NA
CIRCLING	1240-1 636 (700-1)		1240-1¾ 636 (700-1¾)	NA

AGUDE ONE ARRIVAL

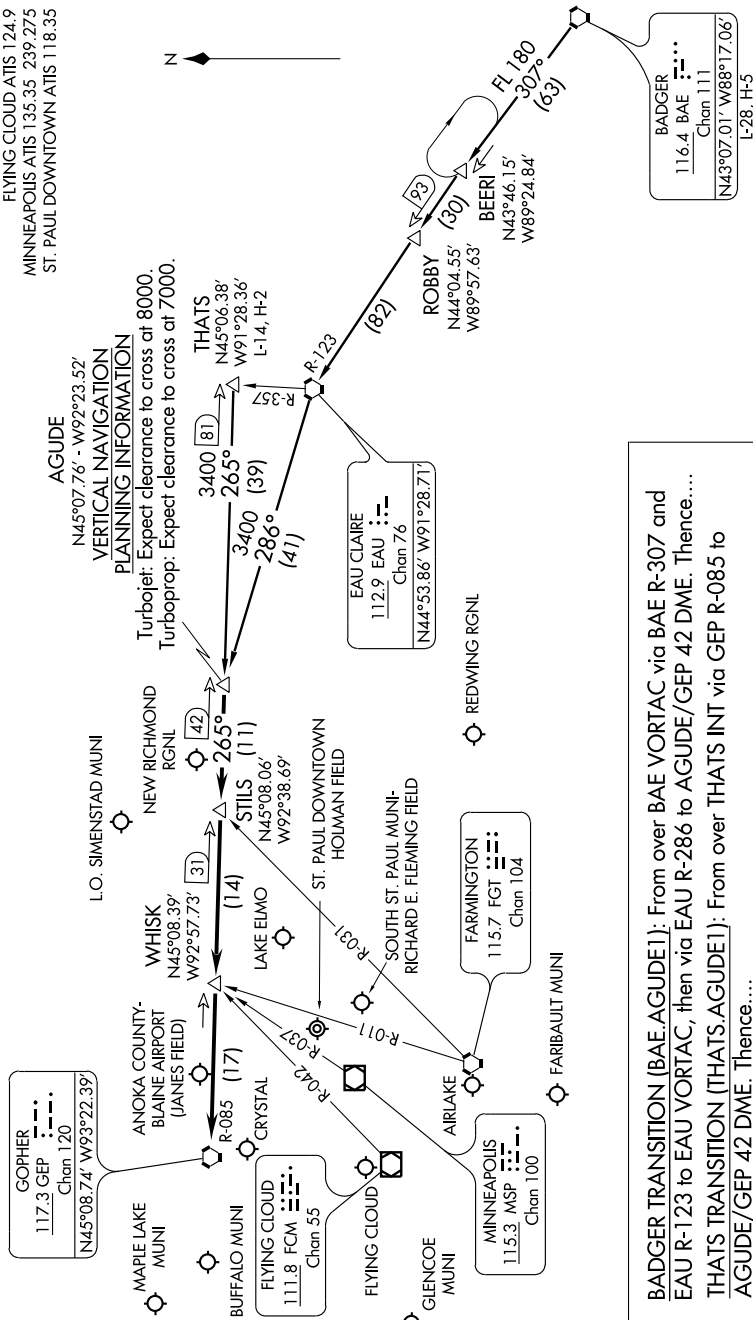
ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

MINNEAPOLIS APP CON
126.95 335.5
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
MINNEAPOLIS ATIS 135.35 239.275
ST. PAUL DOWNTOWN ATIS 118.35

AGUDE
N45°07.76' - W92°23.52'
VERTICAL NAVIGATION
PLANNING INFORMATION

Turbopjet: Expect clearance to cross at 8000.
Turboprop: Expect clearance to cross at 7000.



BADGER TRANSITION [BAE AGUDE1]: From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/GEF 42 DME. Thence....
THATS TRANSITION [THATS.AGUDE1]: From over THATS INT via GEP R-085 to AGUDE/GEF 42 DME. Thence....

....From over AGUDE/GEF 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vector to final approach course.

APP CRS	Rwy Idg	5005
283°	TDZE	906
	Apt Elev	906

RNAV (GPS) RWY 28

OSCEOLA/ L.O. SIMENSTAD MUNI (OEO)



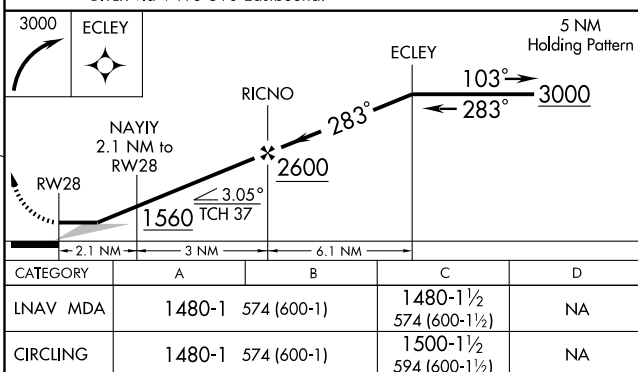
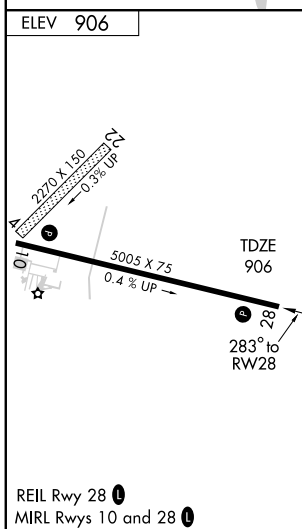
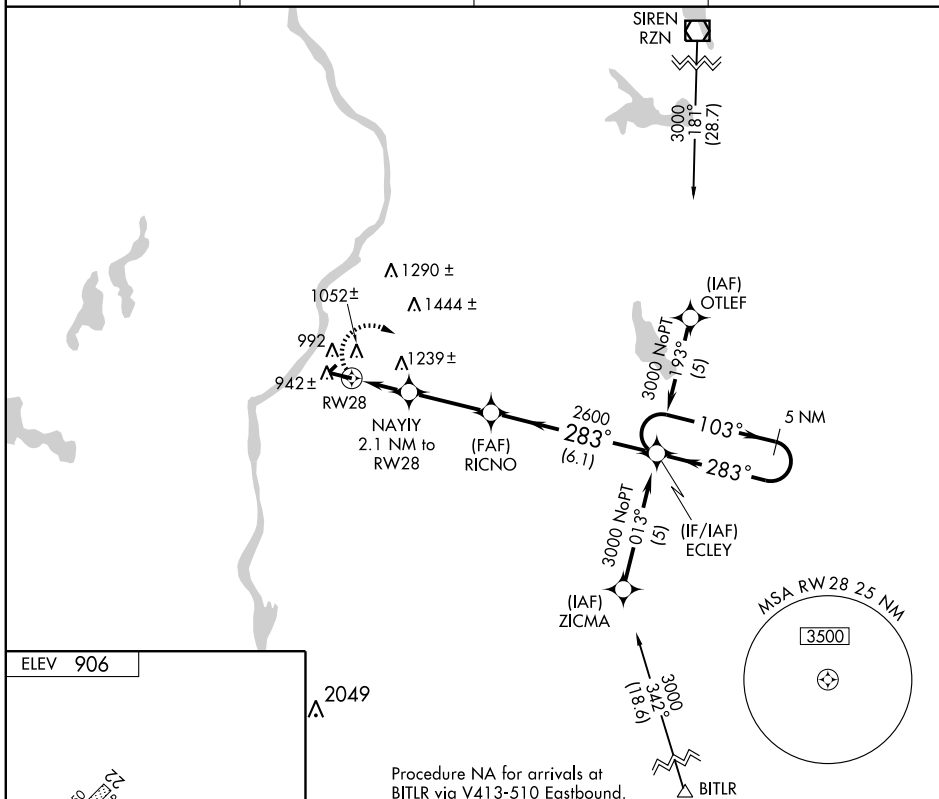
If local altimeter setting not received, use Anoka County-Blaine Arpt (Janes Field) altimeter setting and increase all MDAs 60 feet.
Circling to Rwy 04-22 NA at night. DME/DME PNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct ECLEY and hold.

AWOS-3
119.925

MINNEAPOLIS APP CON
121.2

GCO
121,725

CTAF
122.9 **L**

AIRPORT DIAGRAM

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSH)
OSHKOSH, WISCONSIN

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBCK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

ATIS

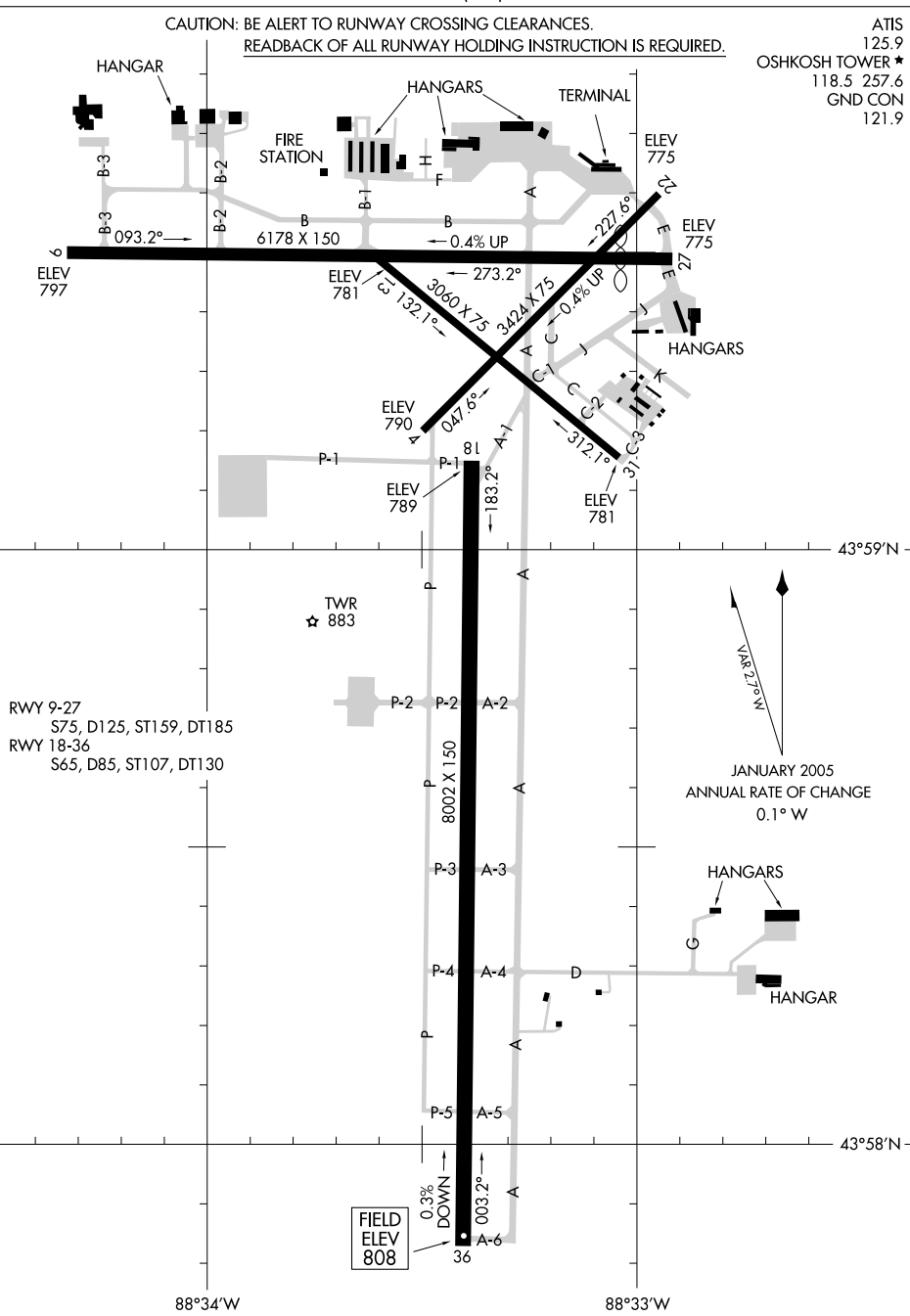
125.9

OSHKOSH TOWER ★

118.5 257.6

GND CON

121.9



EC-3, 17 DEC 2009 to 14 JAN 2010

LOC I-OSH 110.5	APP CRS 179°	Rwy Idg TDZE Apt Elev 8002 793 808
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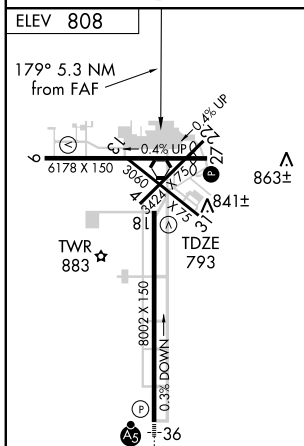
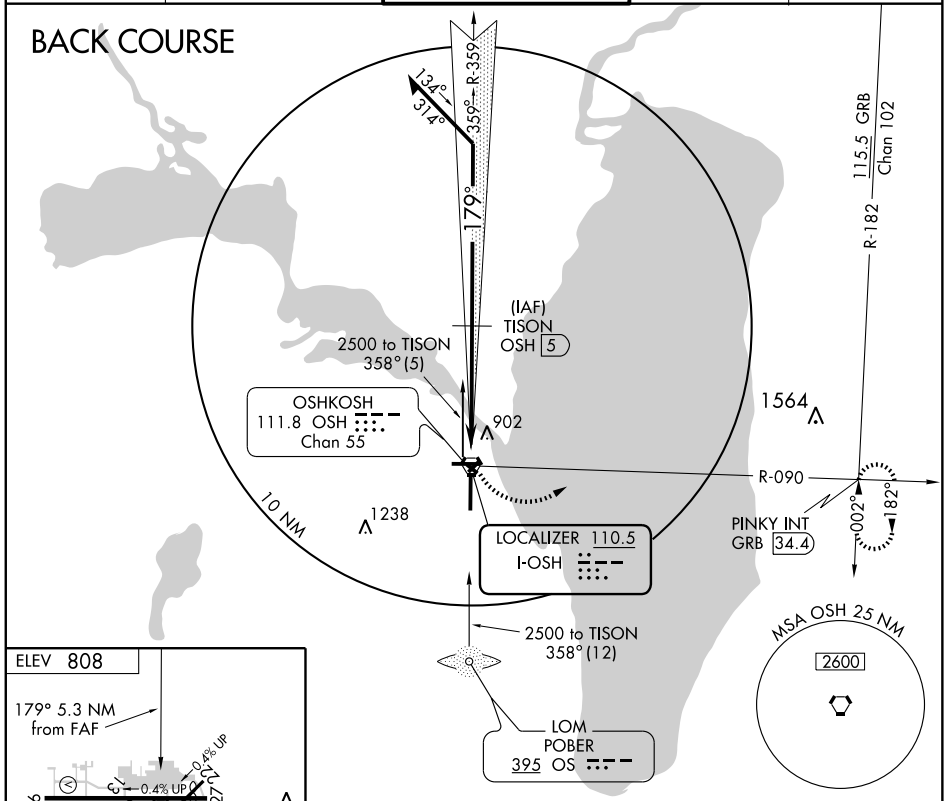
LOC/DME BC RWY 18

OSHKOSH/WITTMAN RGNL (OSH)

<p>Simultaneous reception of I-OSH and OSH DME required.</p> <p>DME from OSH VORTAC.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 via OSH R-090 to PINKY Int and hold.</p>
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<p>ATIS 125.9</p>	<p>MILWAUKEE APP CON 127.0 263.075</p>	<p>OSHKOSH TOWER ★ 118.5 (CTAF) 0 257.6</p>	<p>GND CON 121.9</p>	<p>UNICOM 122.95</p>
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BACK COURSE



REIL Rwy 9, 18 and 27
HIRL Rwy 9-27 and 18-36

	3000	PINKY INT	TISON OSH 5	Remain within 10 NM
	OSH R-090 111.8			
	VORTAC	OSH 0.3	2500	2500
		2.97° TCH 47		
	0.6 NM	4.7 NM		Disregard glide slope indications.
CATEGORY	A	B	C	D
S-18	1160-1 367 (400-1)			1160-1¼ 367 (400-1¼)
CIRCLING	1260-1 452 (500-1)		1260-1½ 452 (500-1½)	1360-2 552 (600-2)

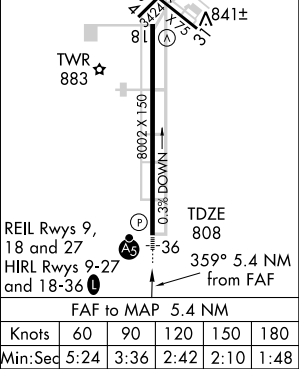
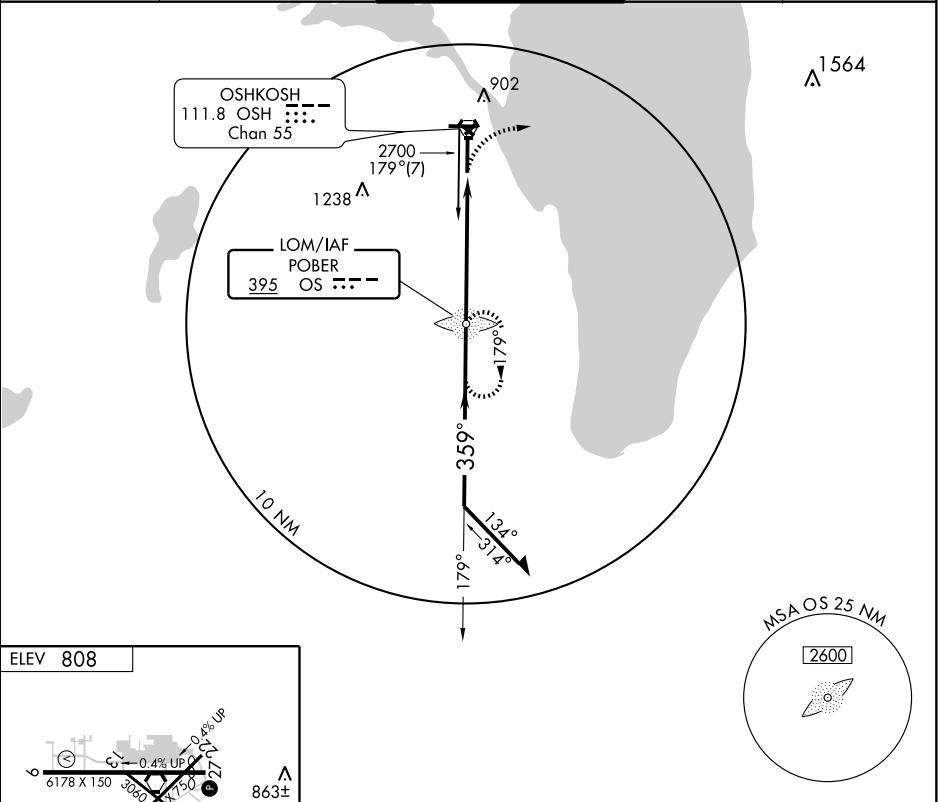
NDB RWY 36

OSHKOSH/WITTMAN RGNL (OSH)

LOM OS	APP CRS	Rwy Idg	8002
395	359°	TDZE	808
		Apt Elev	808

<div>▼</div> <div>▲ NA</div>	<div>MALSR</div> <div>▲</div>	MISSED APPROACH: Climbing right turn to 3000 via 090° heading, then right turn direct OS LOM and hold.
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ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 257.6	GND CON 121.9	UNICOM 122.95
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	3000	OS	POBER LOM	Remain within 10 NM
	HDG 090°	395	179°	2700
			359°	2700
			3.20°	TCH 55
			5.4 NM	
CATEGORY	A	B	C	D
S-36	1340/40	532 (600-¾)	1340/50 532 (600-1)	1340-1½ 532 (600-1½)
CIRCLING	1340-1	532 (600-1)	1340-1½ 532 (600-1½)	1360-2 552 (600-2)

APP CRS	Rwy Idg	6178
089°	TDZE	797
	Apt Elev	808

RNAV (GPS) RWY 9

OSHKOSH/ WITTMAN RGNL (OSH)



When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDA 40 feet, increase S-9 visibility Cat. C and Cat. D ¼ mile and circling Cat. C ½ mile. VDP NA when using Fond Du Lac County altimeter setting. DME/DME RNP-0.3 NA.

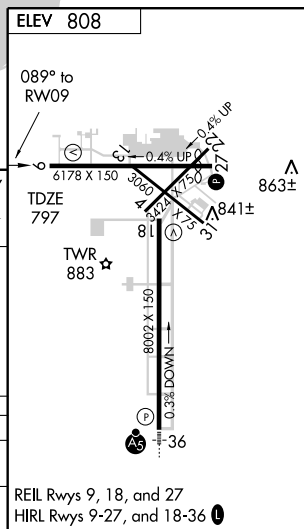
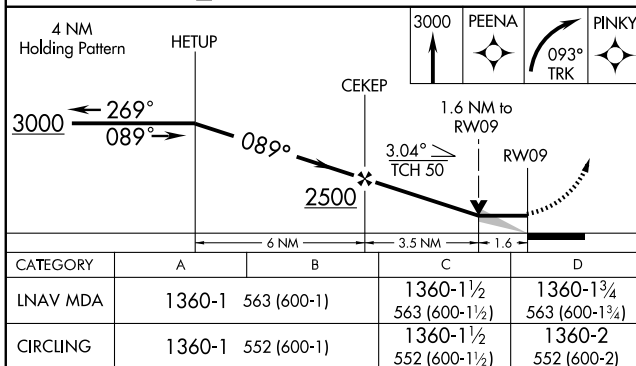
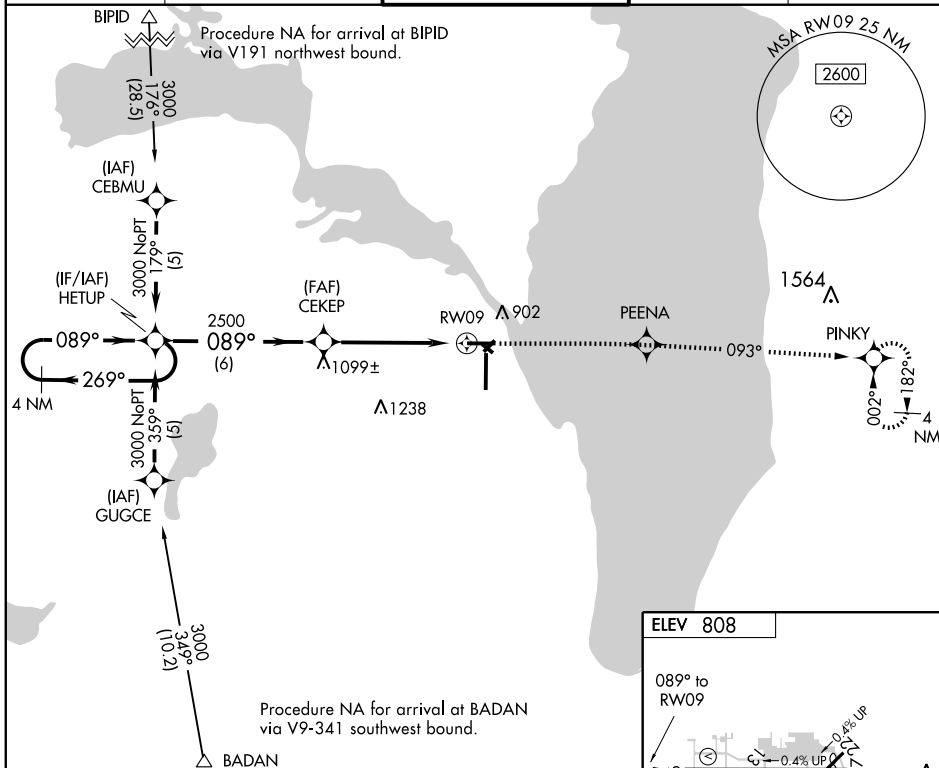
MISSED APPROACH: Climb to 3000 direct PEENA and right turn via 093° track to PINKY and hold.

ATIS
125.9

MILWAUKEE APP CON
127.0 263.075

OSHKOSH TOWER ★
118.5(CTAF) **L** 257.6

GND CON
121.9

UNICOM
122.95

APP CRS	Rwy Idg	8002
180°	TDZE	793
	Apt Elev	808

RNAV (GPS) RWY 18

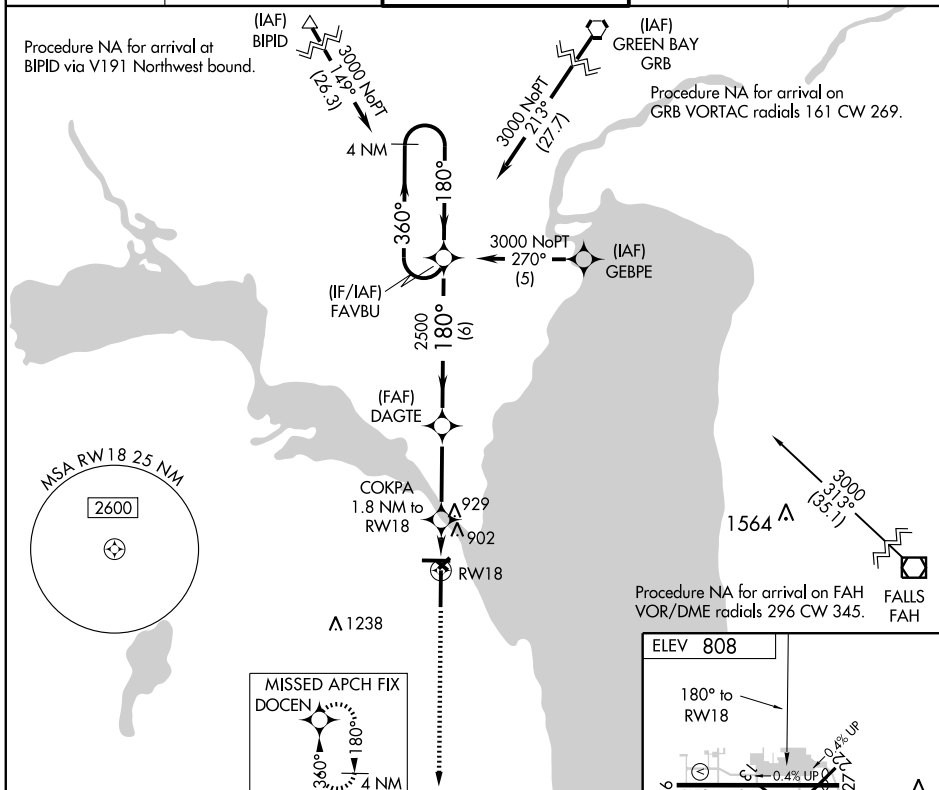
OSHKOSH/ WITTMAN RGNL (OSH)



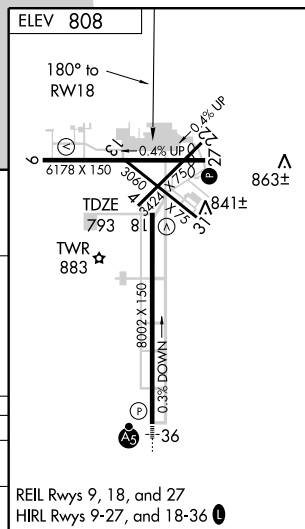
When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet, and increase LNAV visibility Cat. C and D $\frac{1}{4}$ mile. VDP NA when using Fond Du Lac County altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct DOCEN and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 257.6	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern	FAVBU	DAGTE	COKPA 1.8 NM to RW18	1.1 NM to RW18	RW18
3000	360°	180°	2500	1400	
6 NM	3.4 NM	0.7 NM	1.1 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1180-1	387 (400-1)		1180-1 $\frac{1}{4}$ 387 (400-1 $\frac{1}{4}$)	
CIRCLING	1280-1	472 (500-1)	1300-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)	1360-2 552 (600-2)	



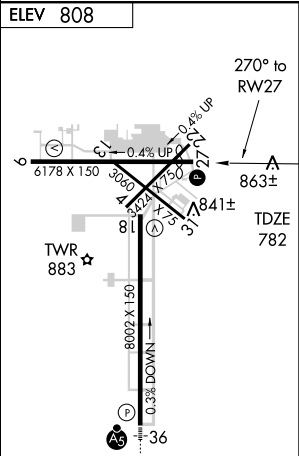
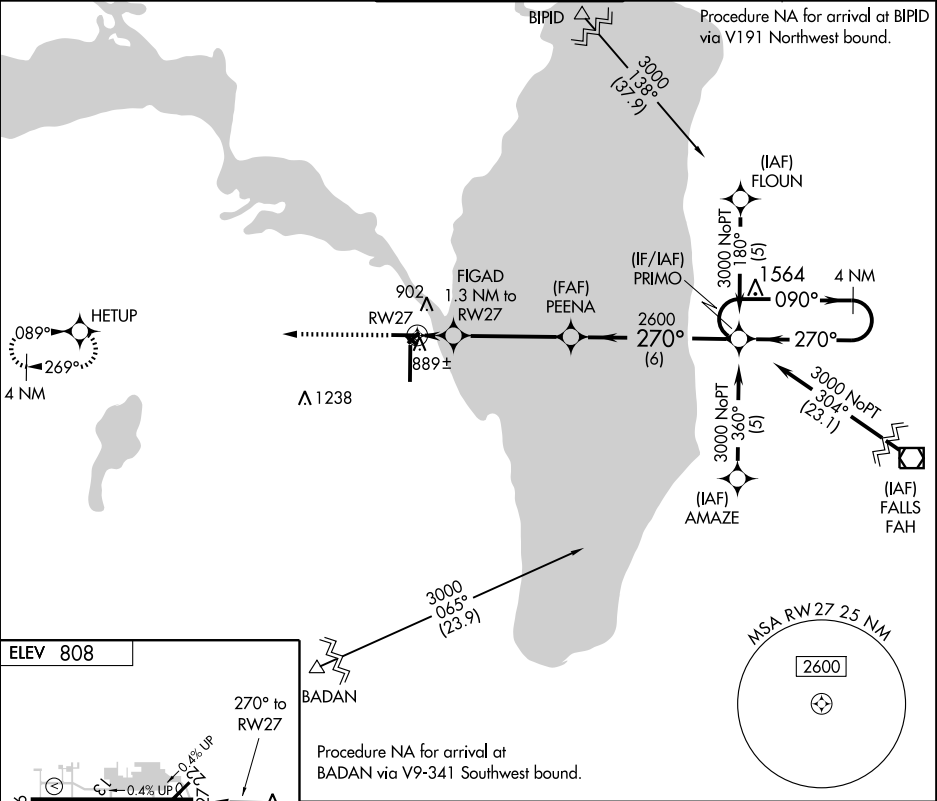
APP CRS	Rwy Idg	5647
270°	TDZE	782
	Apt Elev	808

RNAV (GPS) RWY 27
OSHKOSH/ WITTMAN RGNL (OSH)

When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HETUP and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 257.6	GND CON 121.9	UNICOM 122.95
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REIL Rwy 9, 18, and 27
HIRL Rwy 9-27, and 18-36

	HETUP		PRIMO		4 NM Holding Pattern
	3000		2600		3000
	1240		2600		3000
	1.3		4.2 NM		6 NM
CATEGORY	A	B	C	D	
LNAV MDA	1140-1 358 (400-1)				1140-1¼ 358 (400-1¼)
CIRCLING	1280-1 472 (500-1)		1300-1½ 492 (500-1½)		1360-2 552 (600-2)

RNAV (GPS) RWY 36

OSHKOSH/WITTMAN RGNL (OSH)

WAAS CH 65602 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	8002 808 808
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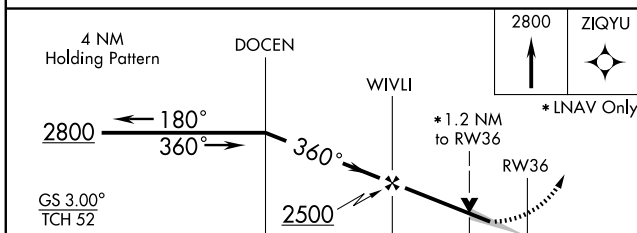
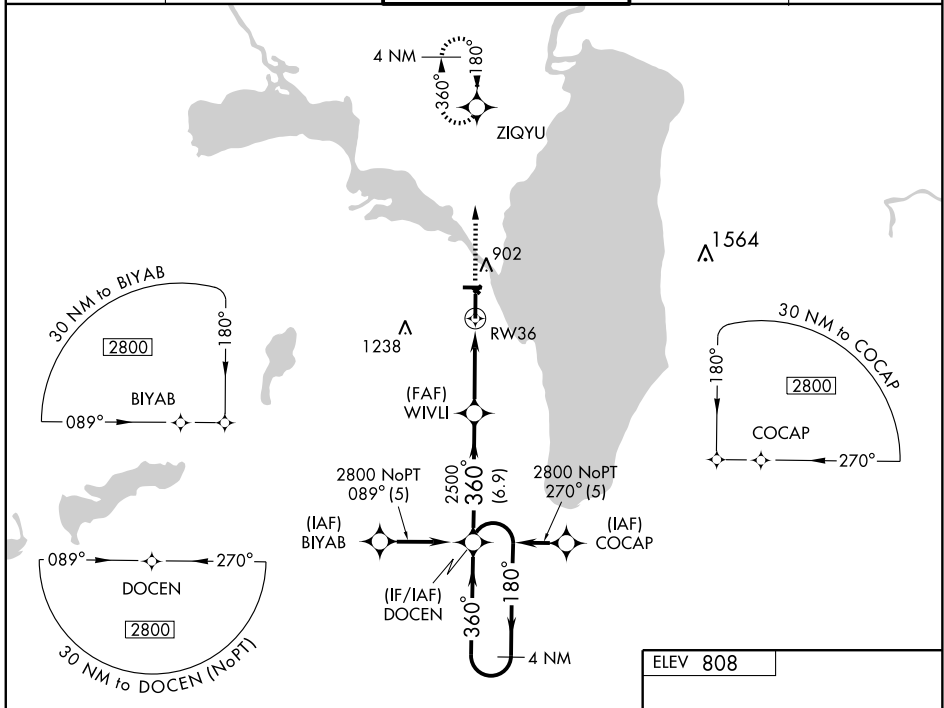
Baro-VNAV NA below -16°C (4°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

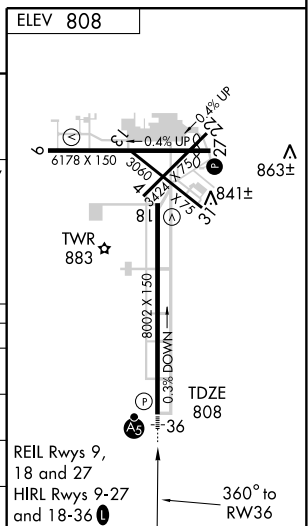


MISSED APPROACH: Climb to
2800 direct ZIQYU and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 257.6	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1110/24 302 (400-½)			
LNNAV/VNAV DA	1160/40 352 (400-¾)			
LNNAV MDA	1240/24 432 (500-½)	1240/40 432 (500-¾)	1240/50 432 (500-1)	
CIRCLING	1260-1¼ 452 (500-1¼)	1260-1½ 452 (500-1½)	1360-2 552 (600-2)	



VORTAC OSH 111.8 Chan 55	APP CRS 090°	Rwy Idg 6178 TDZE 797 Apt Elev 808
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VOR RWY 9
OSHKOSH/ WITTMAN RGNL (OSH)

T When local altimeter setting not received, use Fond Du Lac County
A altimeter setting and increase all MDAs 40 feet and CETOL fix
 minimums visibility Cat. C and D $\frac{1}{4}$ mile and circling Cat. C $\frac{1}{4}$ mile.

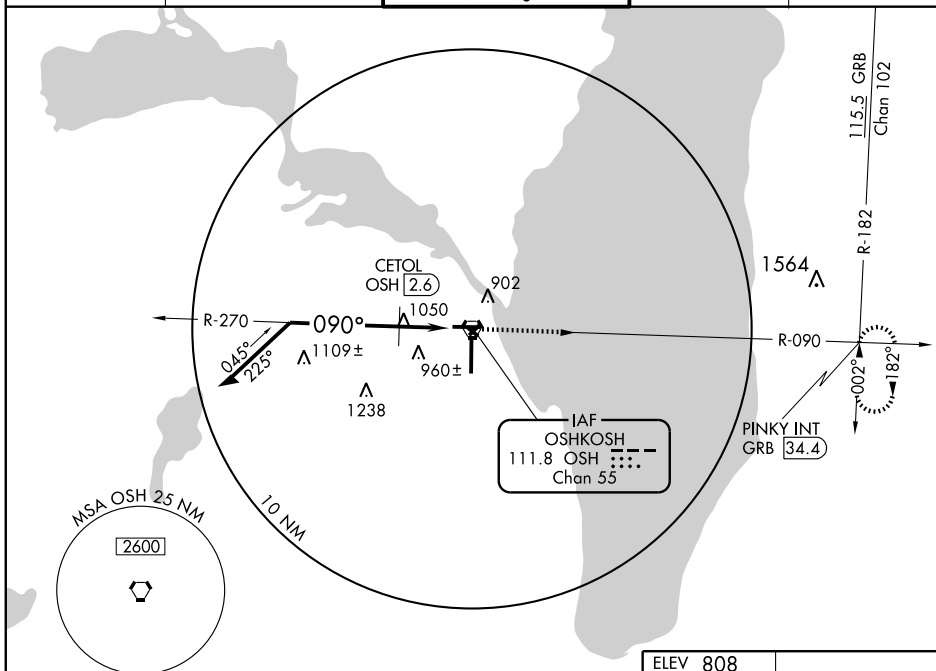
MISSED APPROACH: Climb to 3000
via OSH VORTAC R-090 to PINKY
Int/GRB 34.4 DME and hold.

ATIS
125.9

MILWAUKEE APP CON
127.0 263.075

OSHKOSH TOWER ★
118.5(CTAF) **L** 257.6

GND CON
121.9

UNICOM
122.95

EC-3, 17 DEC 2009 to 14 JAN 2010

Remain
within 10 NM

VORTAC

2500

*1420

2.84°

TCH

*1460 when using Fond Du Lac County altimeter setting.

3000

PINKY
INT

ELEV 808

090° to
OSH VORTAC

TDZ

TWR
88.3

27

 $841 \pm$

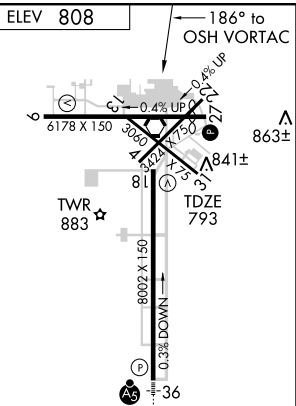
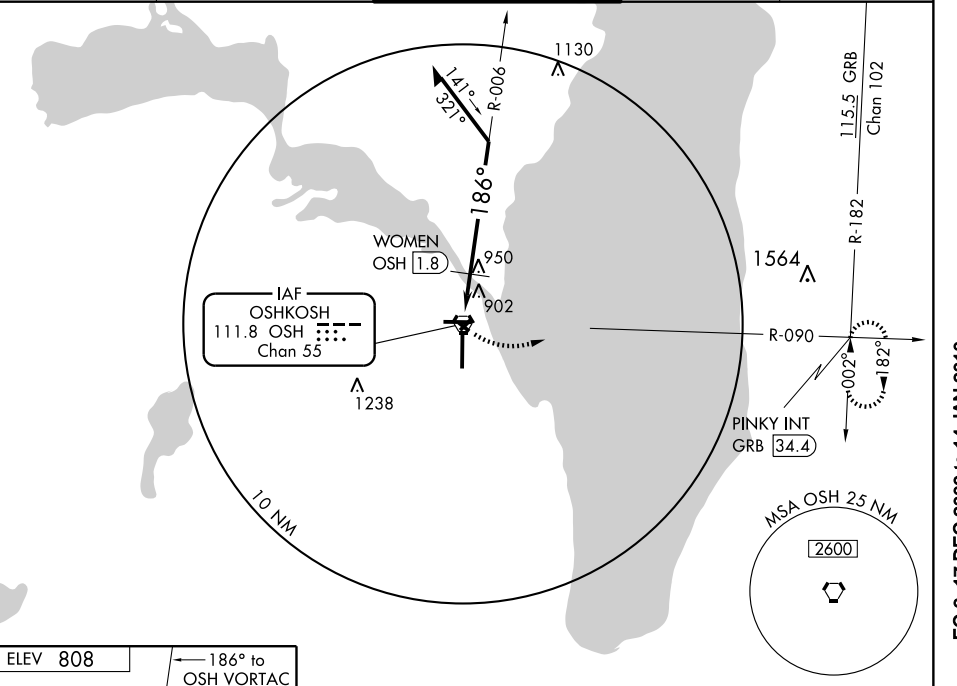
CATEGORY	A	B	C	D
S-9	1420-1	623 (700-1)	1420-1 ³ / ₄ 623 (700-1 ³ / ₄)	1420-2 623 (700-2)
CIRCLING	1420-1	612 (700-1)	1420-1 ³ / ₄ 612 (700-1 ³ / ₄)	1420-2 612 (700-2)
CETOL FIX MINIMUMS				
S-9	1360-1	563 (600-1)	1360-1 ¹ / ₂ 563 (600-1 ¹ / ₂)	1360-1 ³ / ₄ 563 (600-1 ³ / ₄)
CIRCLING	1360-1	552 (600-1)	1360-1 ¹ / ₂ 552 (600-1 ¹ / ₂)	1360-2 552 (600-2)

REIL Rwys 9, 18 and 27
HIRL Rwys 9-27 and 18-36 **L**

Visibility reduction by helicopters NA. When local altimeter setting not received, use Fond Du Lac County altimeter setting and increase all MDAs 40 feet. Increase WOMEN S-18 Cat. C visibility ¼ mile. VDP NA when using Fond Du Lac County altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via OSH VORTAC R-090 to PINKY Int/GRB 34.4 DME and hold.

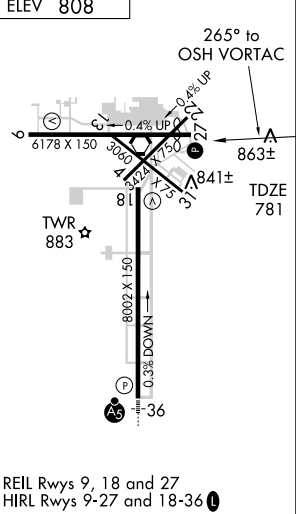
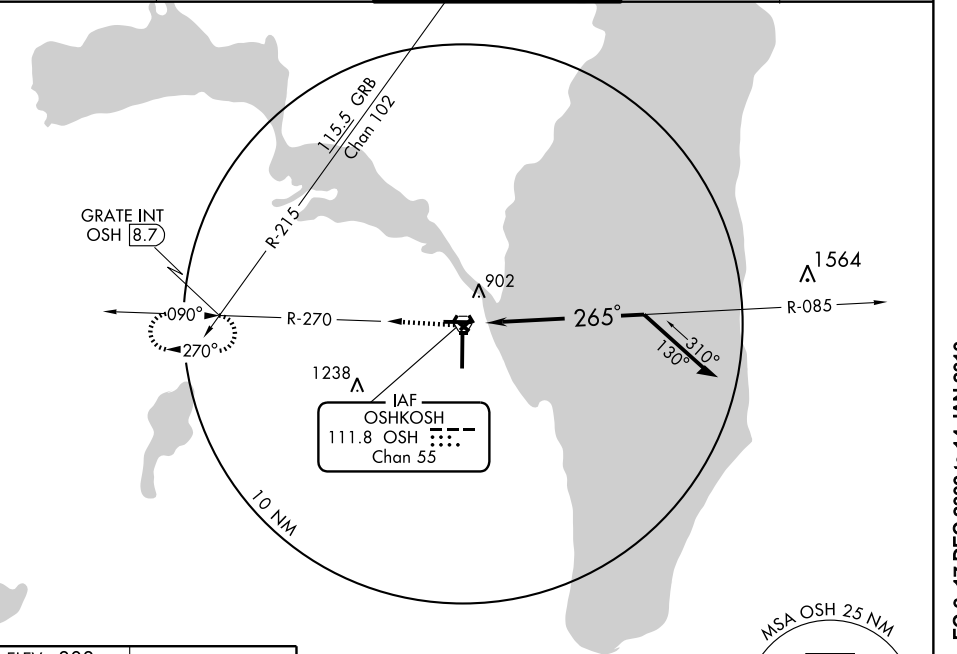
ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5(CTAF) 257.6	121.9	122.95



ELEV 808	186° to OSH VORTAC	3000	PINKY INT	VORTAC	006°	WOMEN OSH 1.8	2600	186°	*1480	2.92° TCH 47	0.3	1.1	0.7 NM	Remain within 10 NM
6178 X 150	6178 X 150	3000	OSHKOSH R-090 111.8	OSHKOSH 1.1	OSHKOSH 1.1	OSHKOSH 1.1	OSHKOSH 1.1	OSHKOSH 1.1	OSHKOSH 1.1	OSHKOSH 1.1	OSHKOSH 1.1	OSHKOSH 1.1	OSHKOSH 1.1	OSHKOSH 1.1
81	81	81	81	81	81	81	81	81	81	81	81	81	81	81
8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150	8002 X 150
0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN	0.3% DOWN
36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27	REIL Rwy 9, 18 and 27
HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36	HIRL Rwy 9-27 and 18-36

MISSED APPROACH: Climb to 3000 via OSH R-270 to GRATE Int and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 257.6	GND CON 121.9	UNICOM 122.95
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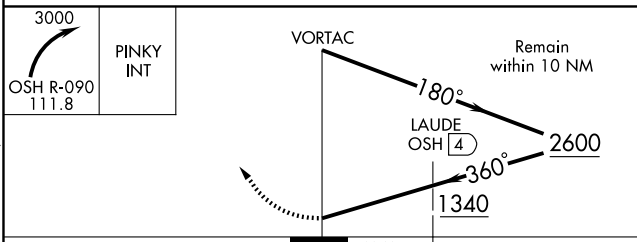
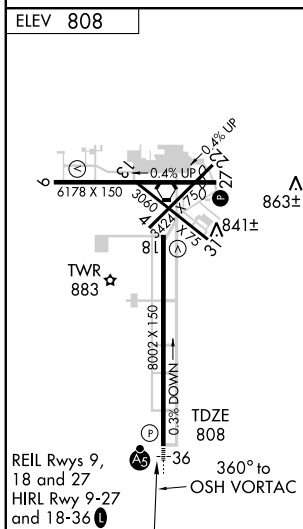
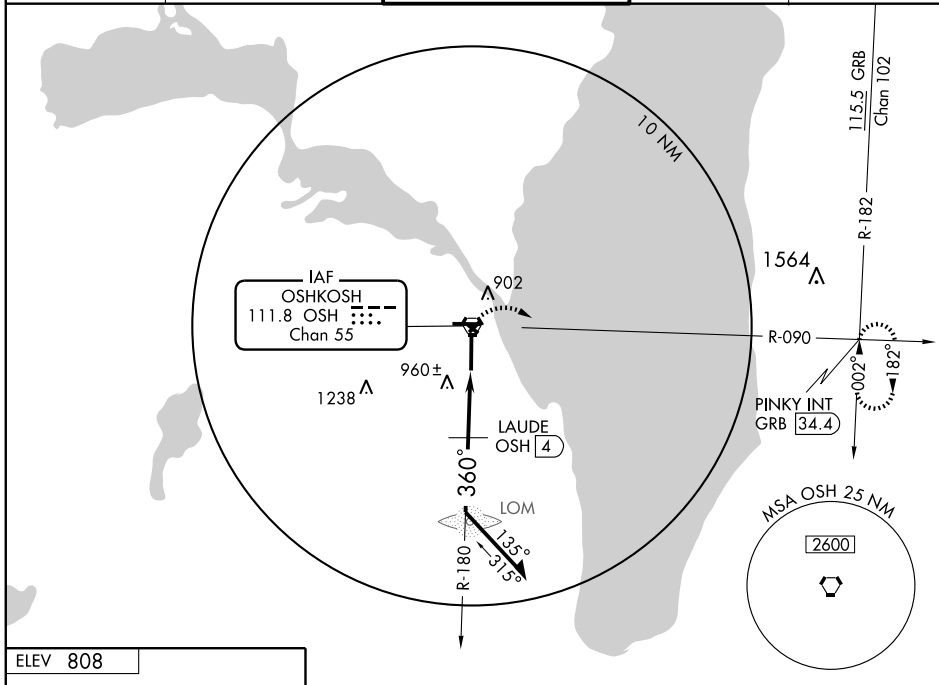
3000 ↑ OSHKOSH R-270 111.8	GRATE INT	VORTAC	085°	2600	265°	Remain within 10 NM
CATEGORY	A	B	C	D		
S-27	1220-1	439 (500-1)	1220-1¼	439 (500-1¼)		
CIRCLING	1260-1	452 (500-1)	1260-1½	1360-2		
			452 (500-1½)	552 (600-2)		

VORTAC OSH 111.8 Chan 55	APP CRS 360°	Rwy Idg TDZE Apt Elev	8002 808 808
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VOR RWY 36

OSHKOSH/ WITTMAN RGNL (OSH)

<div>T</div> <div>Cat. D S-36 DME MINIMUMS visibility increased to RVR 6000 for inoperative MALS.</div>		<div>MALS</div> <div></div>	<div>MISSED APPROACH: Climbing right turn to 3000 via OSH R-090 to PINKY Int and hold.</div>		
<div>ATIS</div> <div>125.9</div>	<div>MILWAUKEE APP CON</div> <div>127.0 263.075</div>	<div>OSHKOSH TOWER ★</div> <div>118.5 (CTAF) 257.6</div>		<div>GND CON</div> <div>121.9</div>	<div>UNICOM</div> <div>122.95</div>

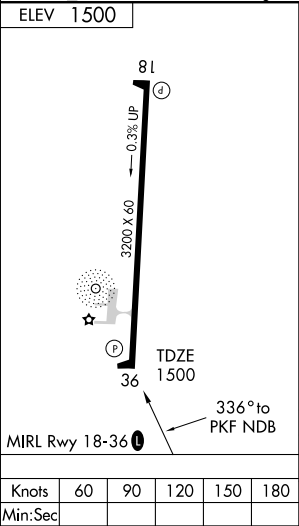
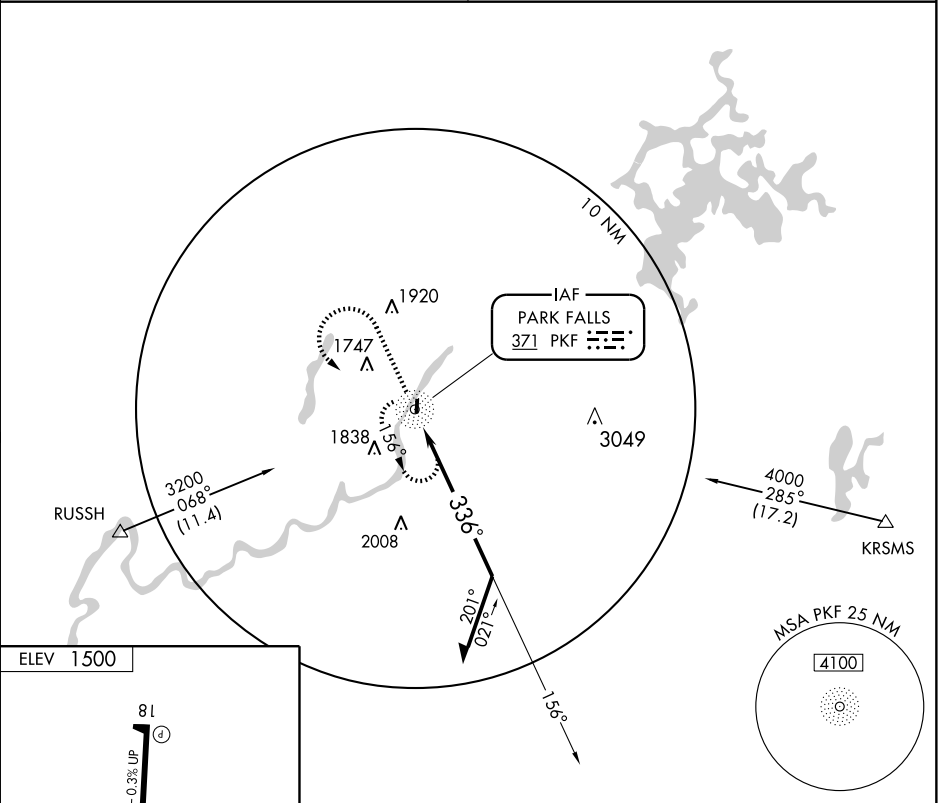


CATEGORY	A	B	C	D
S-36	1340/24	532 (600-1/2)	1340/50 532 (600-1)	1340/60 532 (600-1/4)
CIRCLING	1340-1	532 (600-1)	1340-1 1/2 532 (600-1/2)	1360-2 552 (600-2)
DME MINIMUMS				
S-36	1220/24	412 (500-1/2)	1220/40 412 (500-3/4)	1220/50 412 (500-1)
CIRCLING	1260-1	452 (500-1)	1260-1 1/2 452 (500-1/2)	1360-2 552 (600-2)

NDB PKF	APP CRS	Rwy Idg	3200
371	336°	TDZE	1500
		Apt Elev	1500

NDB RWY 36
PARK FALLS MUNI (PKF)

<div>▼ NA</div>	Use Phillips alrimeter setting.	MISSED APPROACH: Climb to 2600 then climbing left turn to 3200 direct PKF NDB and hold.
MINNEAPOLIS CENTER	133.65 281.5	CTAF 122.9 0



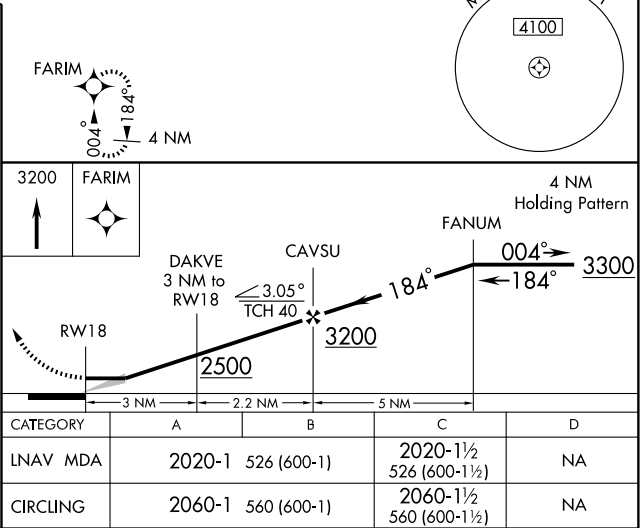
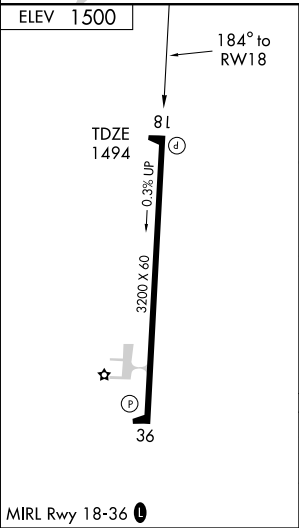
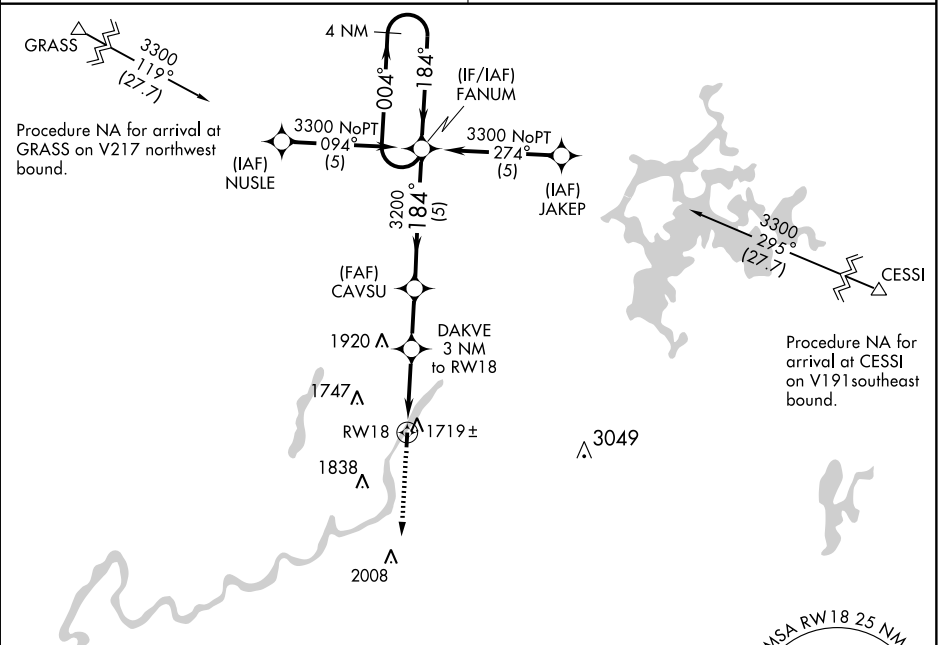
2600	3200	PKF	NDB	Remain within 10 NM
↑	↩	○	○	
		371		
CATEGORY	A	B	C	D
S-36	2200-1	700 (700-1)	NA	NA
CIRCLING	2200-1	700 (700-1)	NA	NA

APP CRS	Rwy Idg	3200
184°	TDZE	1494
	Apt Elev	1500

RNAV (GPS) RWY 18

PARK FALLS MUNI (PKF)

 NA	Use Phillips altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3200 direct FARIM WP and hold.
MINNEAPOLIS CENTER 133.65 281.5		CTAF 122.9 0



GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

NA Use Phillips altimeter setting.

MISSED APPROACH: Climb to 3300

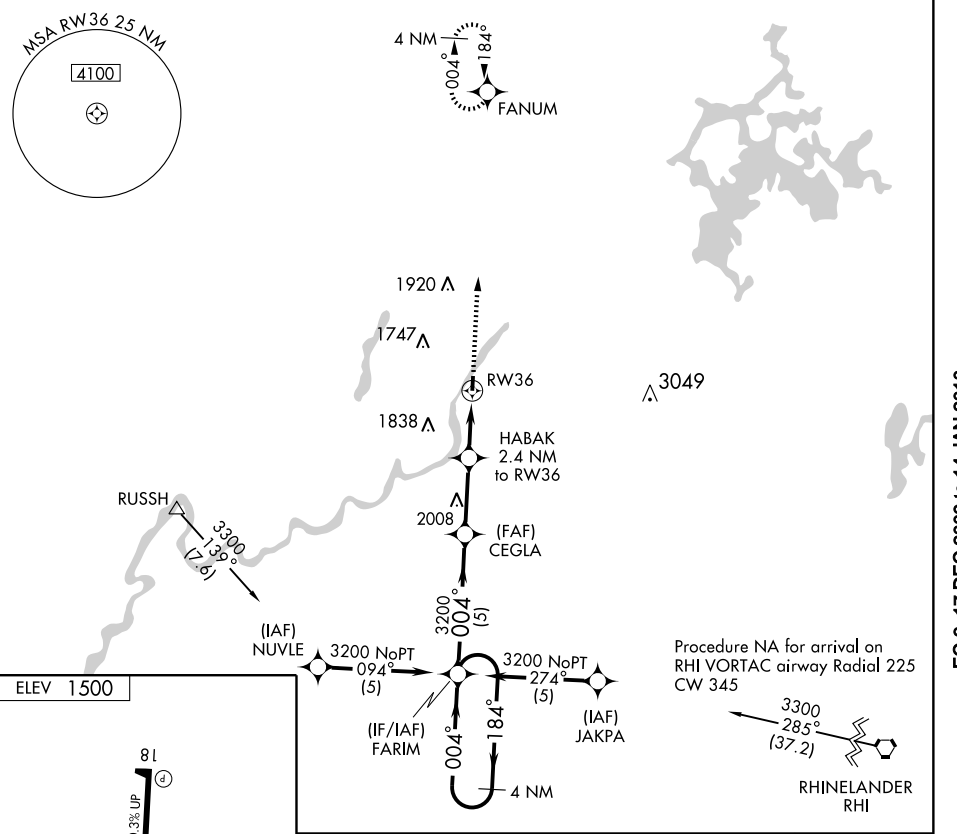
direct FANUM WP and hold.

MINNEAPOLIS CENTER

133.65 281.5

CTAF

122.90



<div> <div>4 NM Holding Pattern</div> <div> <div>3200</div> <div>184°</div> <div>004°</div> </div> <div> <div>VGSI and descent angles not coincident.</div> <div>5 NM</div> <div>2.7 NM</div> <div>2.4 NM</div> </div> </div>				
<div> <div> <div>3200</div> <div>184°</div> <div>004°</div> </div> <div> <div>004°</div> <div>3200</div> </div> <div> <div>3.06°</div> <div>TCH 40</div> <div>HABAK 2.4 NM to RW36</div> </div> <div> <div>2320</div> <div>RW36</div> </div> </div>				
CATEGORY	A	B	C	D
RNAV MDA	2000-1	500 (500-1)	2000-1¼ 500 (500-1¼)	NA
CIRCLING	2060-1	560 (600-1)	2060-1½ 560 (600-1½)	NA

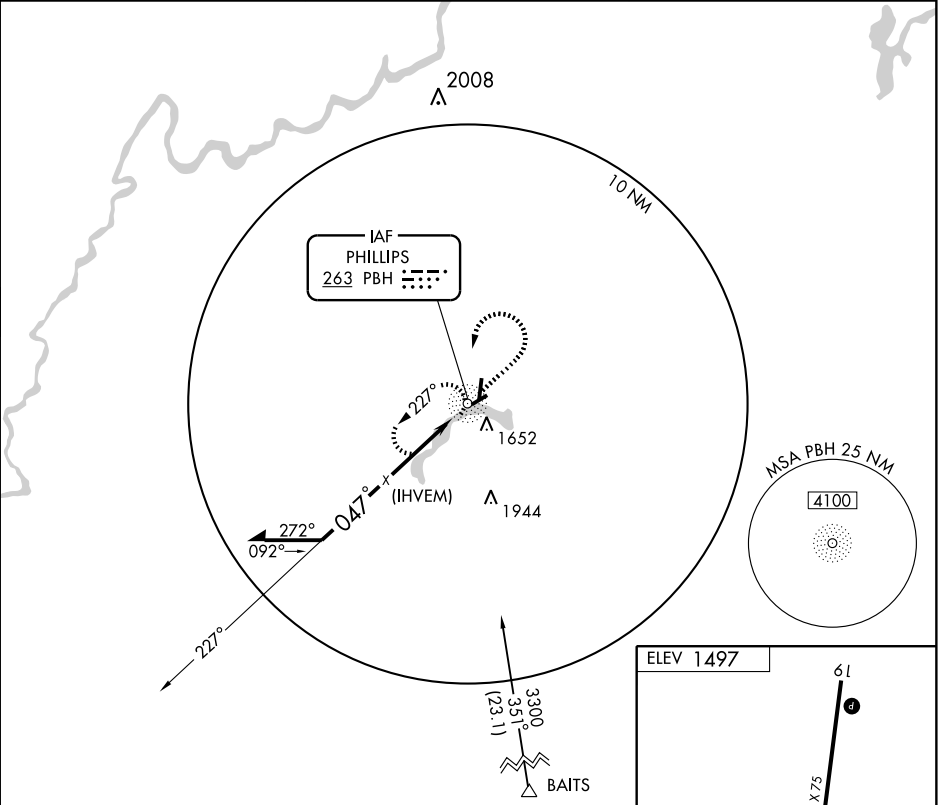
NDB PBH	APP CRS	Rwy Idg	3950
263	047°	TDZE	1471
		Apt Elev	1497

NDB or GPS RWY 6
PHILLIPS/ PRICE COUNTY (PBH)

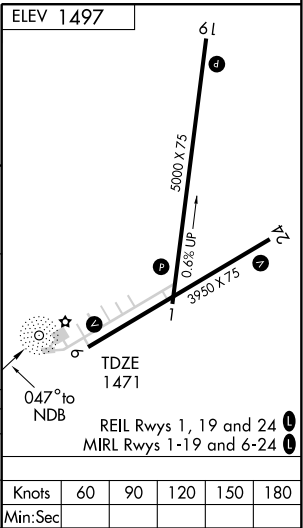
If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 100 ft.

MISSED APPROACH: Climb to 3300 then left turn direct PBH NDB and hold.

AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM				
3300 (IHVEM) 227° NDB 047°				
4 NM				
CATEGORY	A	B	C	D
S-6	2100-1	629 (700-1)	2100-1¾ 629 (700-1¾)	NA
CIRCLING	2100-1	603 (700-1)	2100-1¾ 603 (700-1¾)	NA



NDB PBH	APP CRS	Rwy Idg	3950
<u>263</u>	240°	TDZE	1472
		Apt Elev	1497

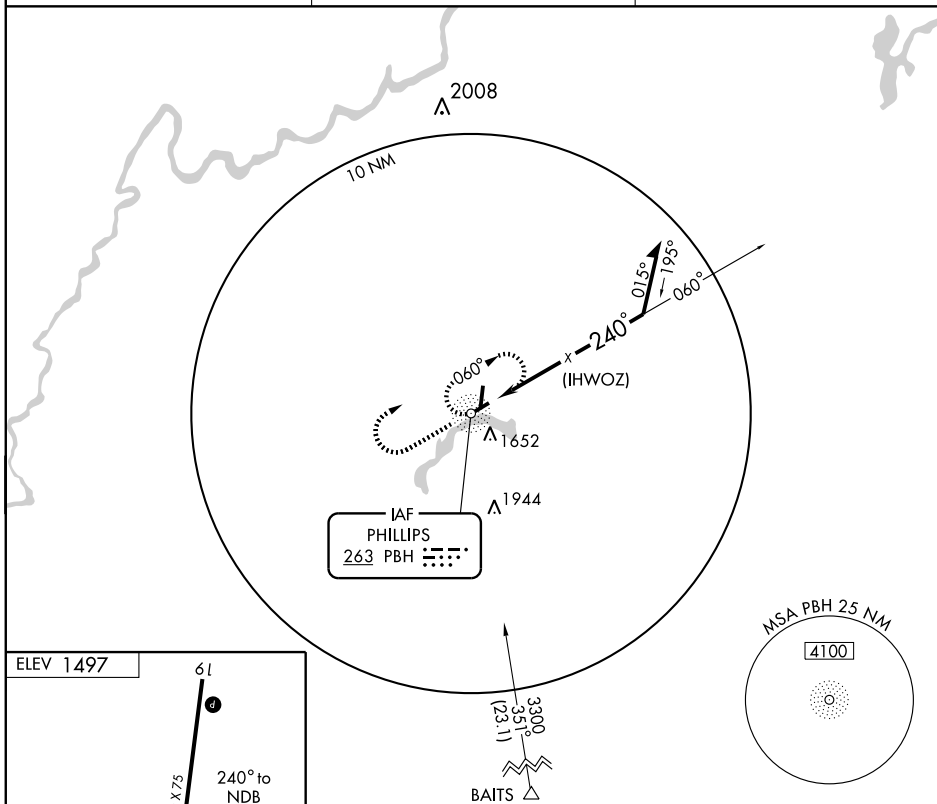
NDB or GPS RWY 24
PHILLIPS/ PRICE COUNTY (PBH)

T If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 100 ft.

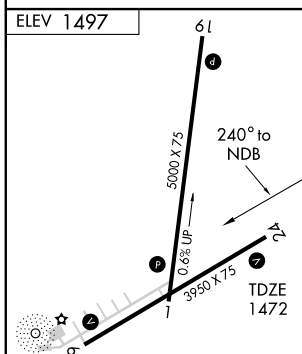
MISSED APPROACH: Climb to 3300 then right turn direct PBH NDB and hold.

AWOS-3
125.875

MINNEAPOLIS CENTER
133.65 281.5



UNICOM
122.8 (CTAF) **L**

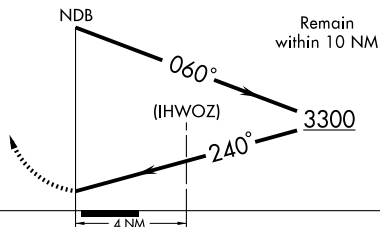
ELEV 1497



REIL Rwys 1, 19 and 24 **L**
MIRL Rwys 1-19 and 6-24 **L**

Knots	60	90	120	150	180
Min:Sec					

3300		PBH  <u>263</u>
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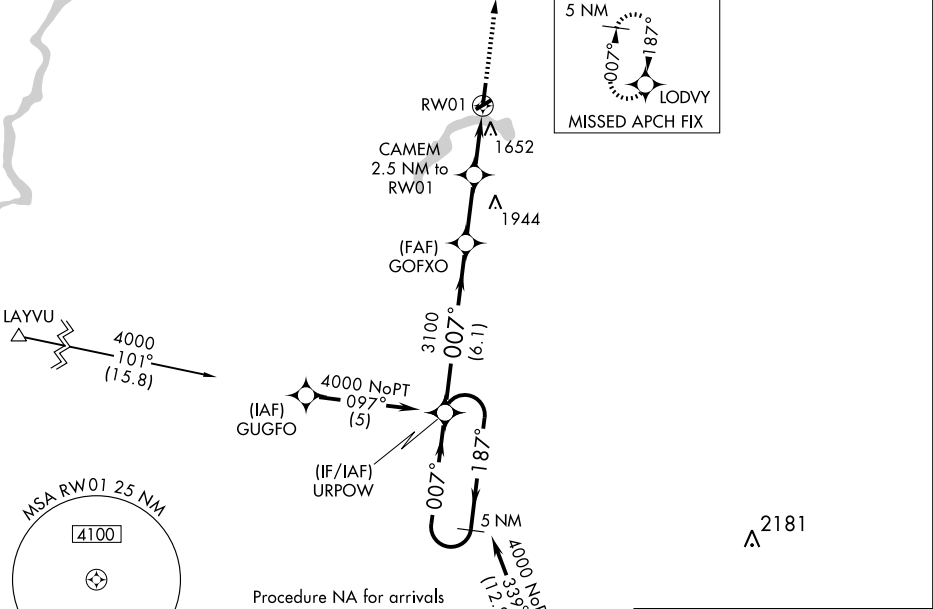


CATEGORY	A	B	C	D
S-24	2140-1	668 (700-1)	2140-1 $\frac{3}{4}$ 668 (700-1 $\frac{3}{4}$)	NA
CIRCLING	2140-1	643 (700-1)	2140-1 $\frac{3}{4}$ 643 (700-1 $\frac{3}{4}$)	NA

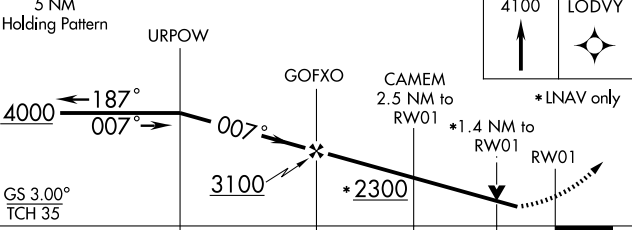
Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 90 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Minocqua-Woodruff altimeter setting.

MISSED APPROACH:
 Climb to 4100 direct
 LODVY and hold.

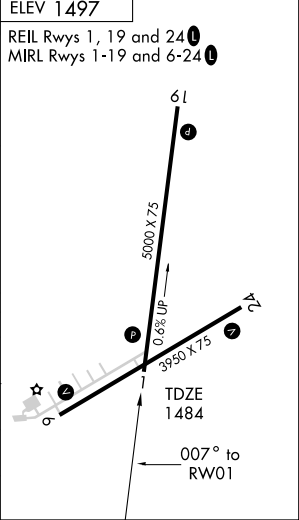
AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern URPOW	ELEV 1497 REIL Rwy 1, 19 and 24 MIRL Rwy 1-19 and 6-24
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CATEGORY	A	B	C	D
LPV DA	1809-1¼ 325 (400-1¼)			
LNAV/VNAV DA	1945-1¾ 461 (500-1¾)			
LNAV MDA	1940-1 456 (500-1)	1940-1¼ 456 (500-1¼)	1940-1½ 456 (500-1½)	
CIRCLING	2100-1 603 (700-1)	2100-1¾ 603 (700-1¾)	2100-2 603 (700-2)	



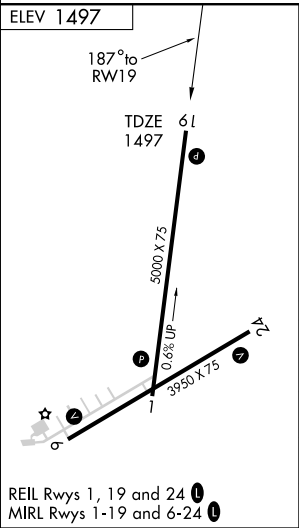
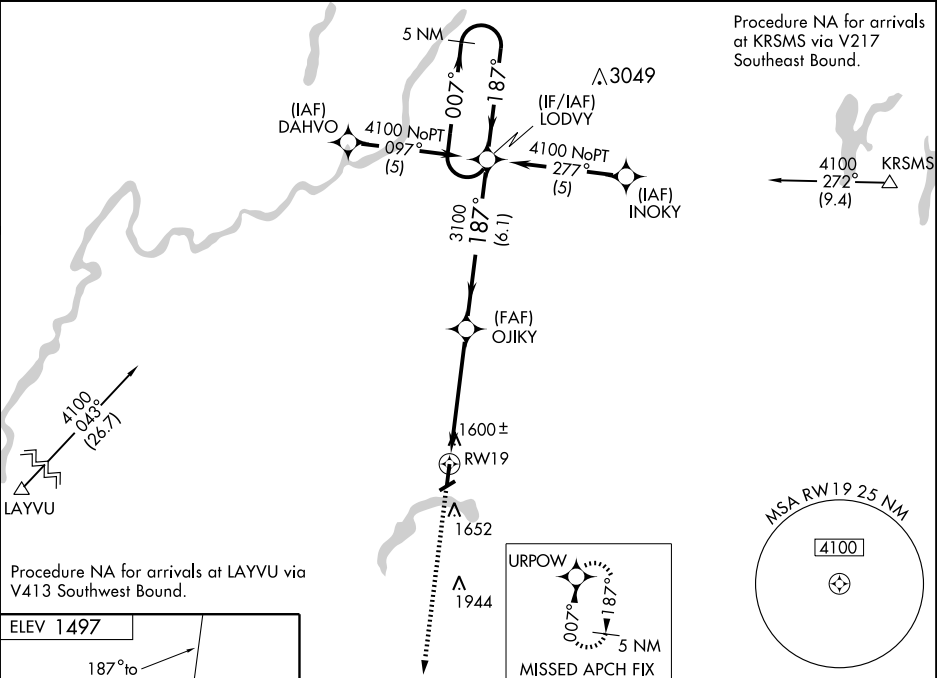
WAAS CH 97405 W19A	APP CRS 187°	Rwy Idg TDZE Apt Elev	5000 1497 1497
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RNAV (GPS) RWY 19
PHILLIPS/ PRICE COUNTY (PBH)

Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 90 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 4000 direct URPOW and hold.

AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF)
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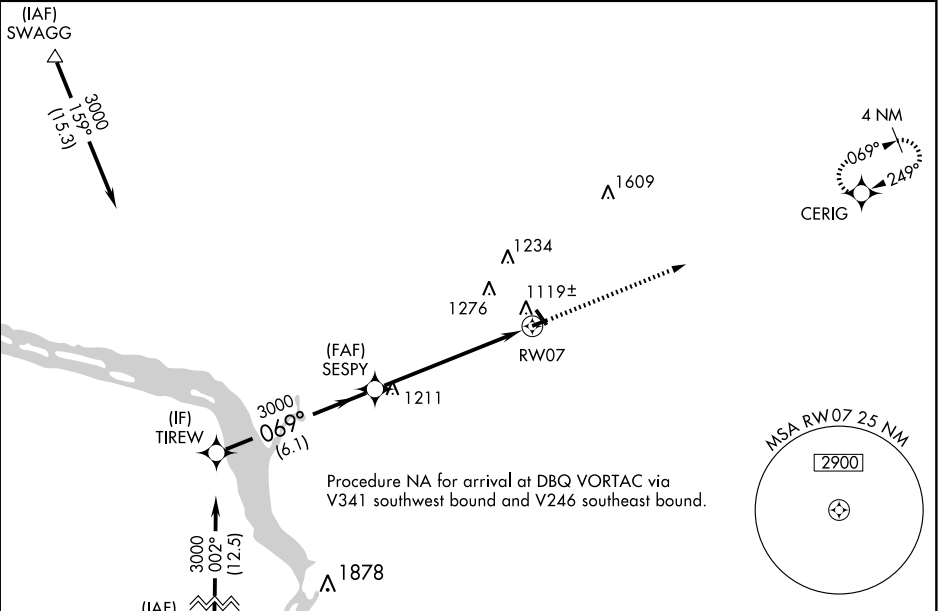
4000	URPOW	VGSi and RNAV glide-path not coincident.	LODVY	5 NM Holding Pattern
RW19		OJIKY		
4.9 NM		6.1 NM		GS 3.00° TCH 35
CATEGORY	A	B	C	D
LPV DA	1843-1¼ 346 (400-1¼)			
LNAV/VNAV DA	1886-1½ 389 (400-1½)			
LNAV MDA	1920-1 423 (500-1)	1920-1¼ 423 (500-1¼)		
CIRCLING	2100-1 603 (700-1)	2100-1¾ 603 (700-1¾)		2100-2 603 (700-2)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Dubuque altimeter setting.

MISSED APPROACH:

Climb to 3000 direct CERIG and hold.

AWOS-3 120.575	CHICAGO CENTER 133.95 281.4	UNICOM 122.7 (CTAF) 1
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Procedure Turn NA					ELEV 1025
CATEGORY	A	B	C	D	
LPV DA	1266-1	250 (300-1)		NA	
LNAV/VNAV DA	1389-1½	373 (400-1½)		NA	
LNAV MDA	1380-1	364 (400-1)		NA	
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA	
					REIL Rwy 15 and 33 1 MIRL Rwy 7-25 and 15-33 1

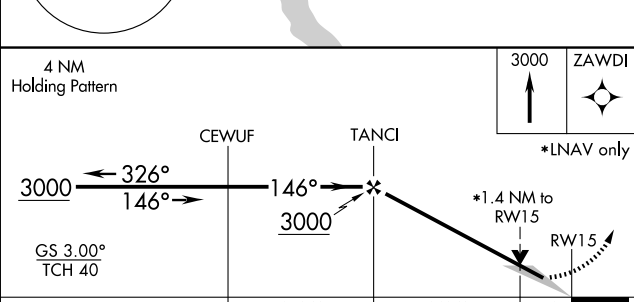
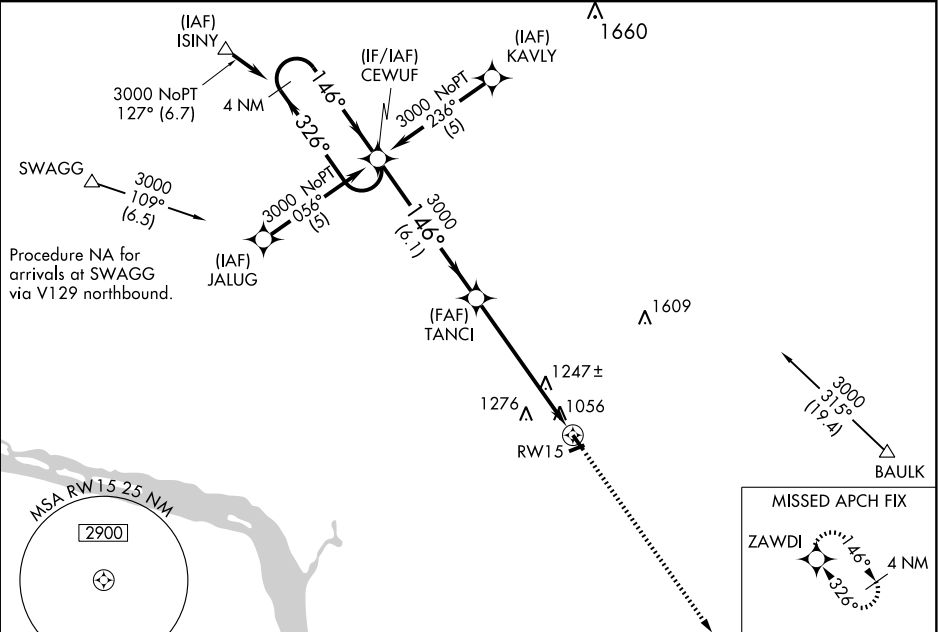
WAAS CH 42615 W15A	APP CRS 146°	Rwy Idg TDZE Apt Elev	3999 1025 1025
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RNAV (GPS) RWY 15
PLATTEVILLE MUNI (PVB)

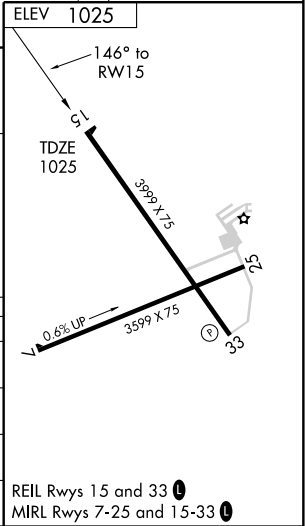
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dubuque
▲ altimeter setting and increase all DA 56 feet, all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dubuque altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
ZAWDI and hold.

AWOS-3 120.575	CHICAGO CENTER 133.95 281.4	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1275-1	250 (300-1)		NA
LNAV/VNAV DA	1338-1	313 (400-1)		NA
LNAV MDA	1500-1	475 (500-1)	1500-1¼ 475 (500-1¼)	NA
CIRCLING	1500-1	475 (500-1)	1500-1½ 475 (500-1½)	NA



REIL Rwy 15 and 33
MRL Rwy 7-25 and 15-33

APP CRS	Rwy Idg	3599
249°	TDZE	1022
	Apt Elev	1025

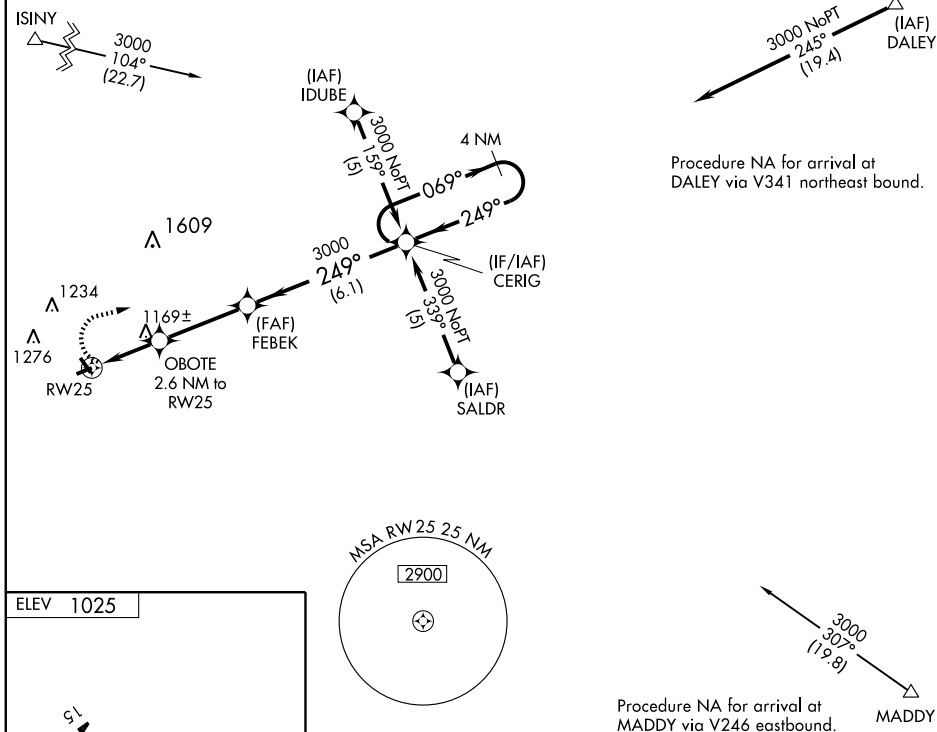
RNAV (GPS) RWY 25

- T** DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA.
When local altimeter setting not received, use Dubuque altimeter setting and increase all MDA 60 feet.

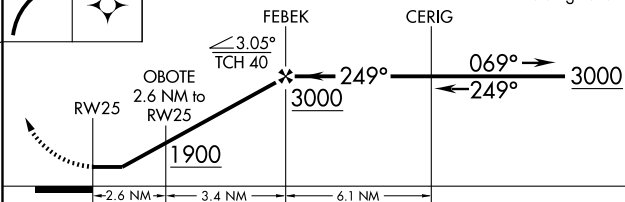
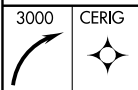
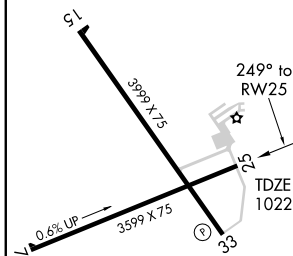
MISSED APPROACH: Climbing right turn to 3000 direct CERIG and hold.

AWOS-3
120.575

CHICAGO CENTER
133.95 281.4

UNICOM
122.7 (CTAF) **L**

ELEV	1025
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CATEGORY	A	B	C	D
LNAV MDA	1440-1	418 (500-1)	1440-1¼ 418 (500-¼)	NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-½)	NA

REIL Rwys 15 and 33 **L**
MIRL Rwys 7-25 and 15-33 **L**

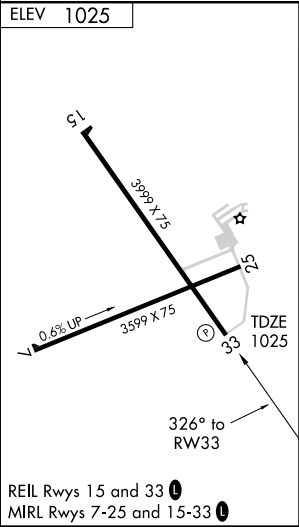
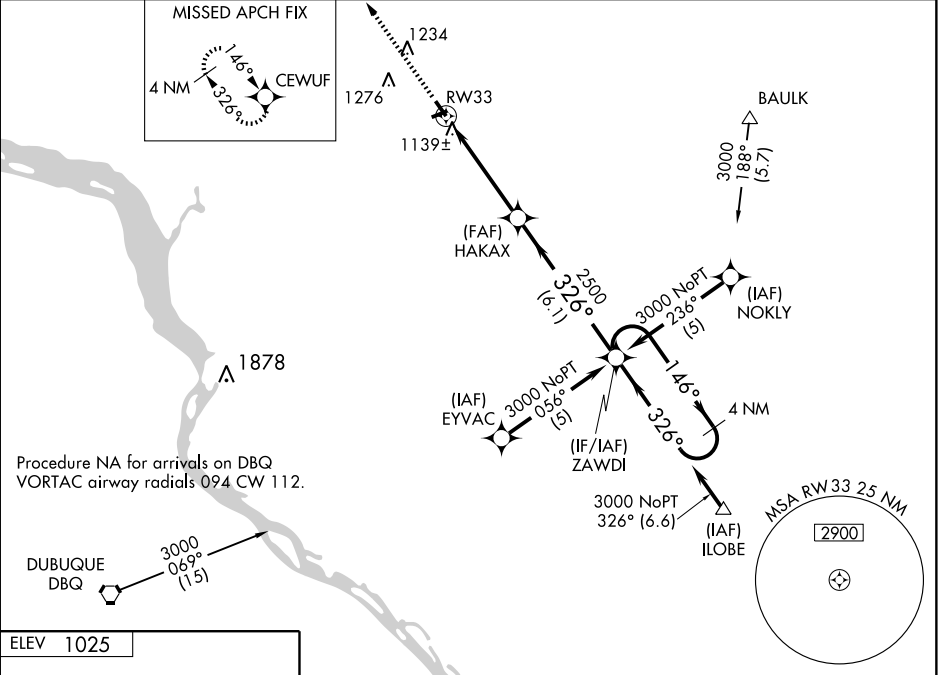
WAAS CH 40115 W33A	APP CRS 326°	Rwy Idg TDZE Apt Elev	3999 1025 1025
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RNAV (GPS) RWY 33
PLATTEVILLE MUNI (PVB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all DA 56 feet, all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dubuque altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEWUF and hold.

AWOS-3 120.575	CHICAGO CENTER 133.95 281.4	UNICOM 122.7 (CTAF) 0
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3000	CEWUF				
					
* LNAV only					
CATEGORY	A	B	C	D	
LPV DA	1275-1	250 (300-1)		NA	
LNAV/VNAV DA	1441-1½	416 (500-1½)		NA	
LNAV MDA	1400-1	375 (400-1)		NA	
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA	

VORTAC DLL 117.0 Chan 117	APP CRS 084°	Rwy Idg TDZE Apt Elev N/A N/A 825
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VOR/DME or GPS-A

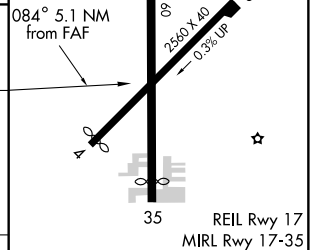
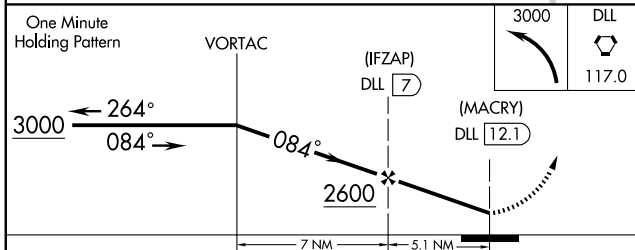
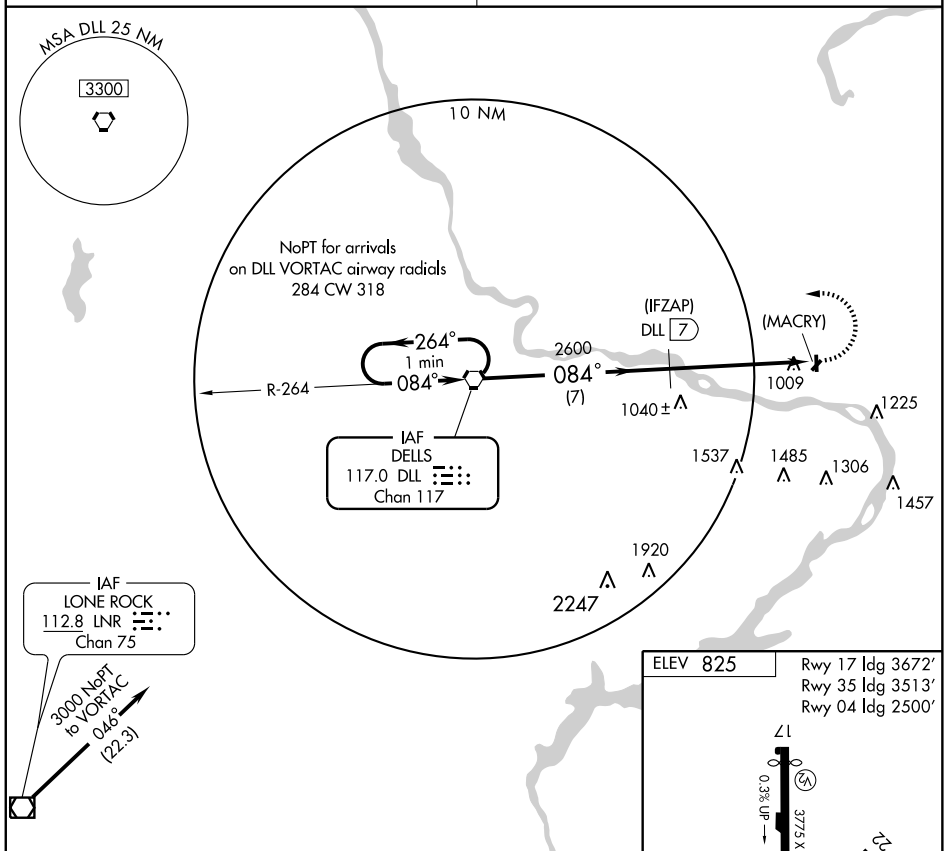
PORTAGE MUNI (C47)

NA Use Baraboo Wisconsin Dells altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct DLL VORTAC and hold.

MADISON APP CON ★
135.45 343.7

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1440-1	615 (700-1)	NA		Min:Sec					

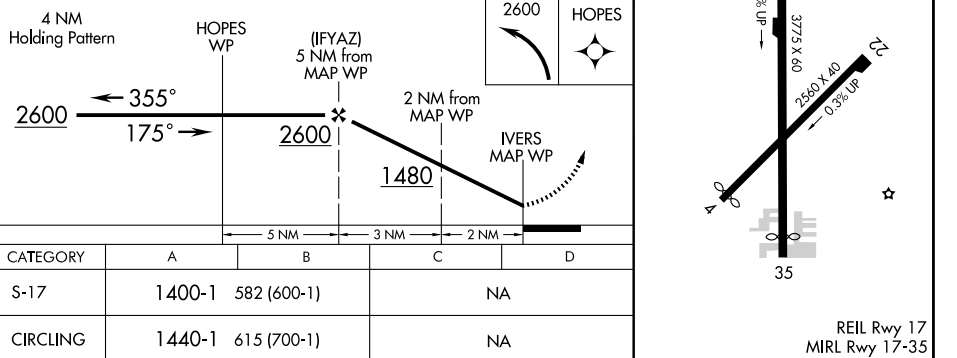
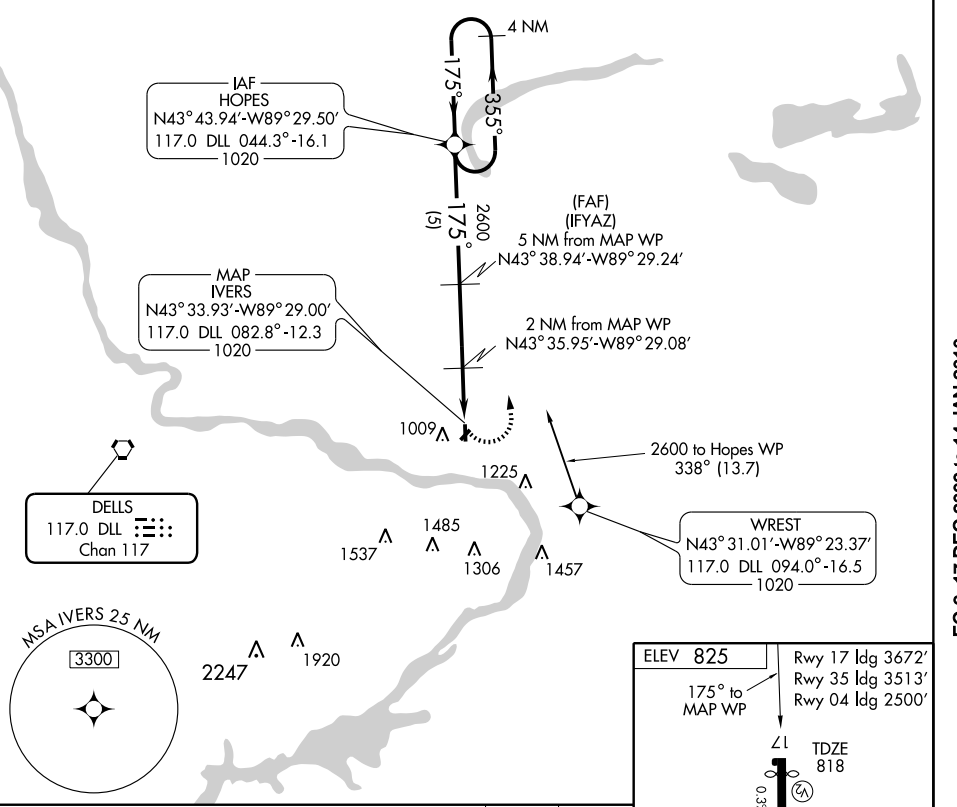
NA

Use Baraboo Wisconsin Dells altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct HOPES WP and hold.

MADISON APP CON ★
135.45 343.7

UNICOM
122.7 (CTAF)



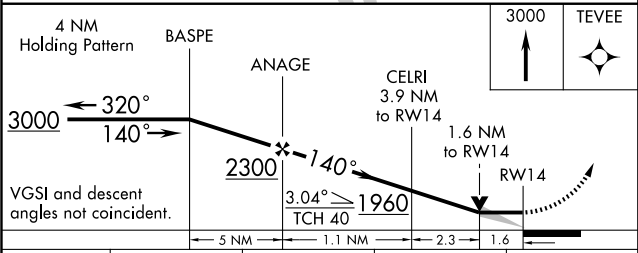
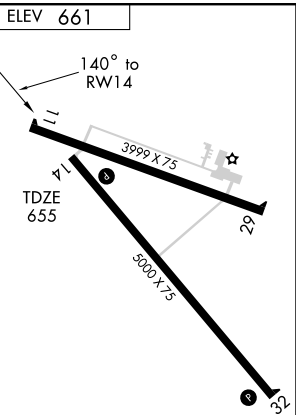
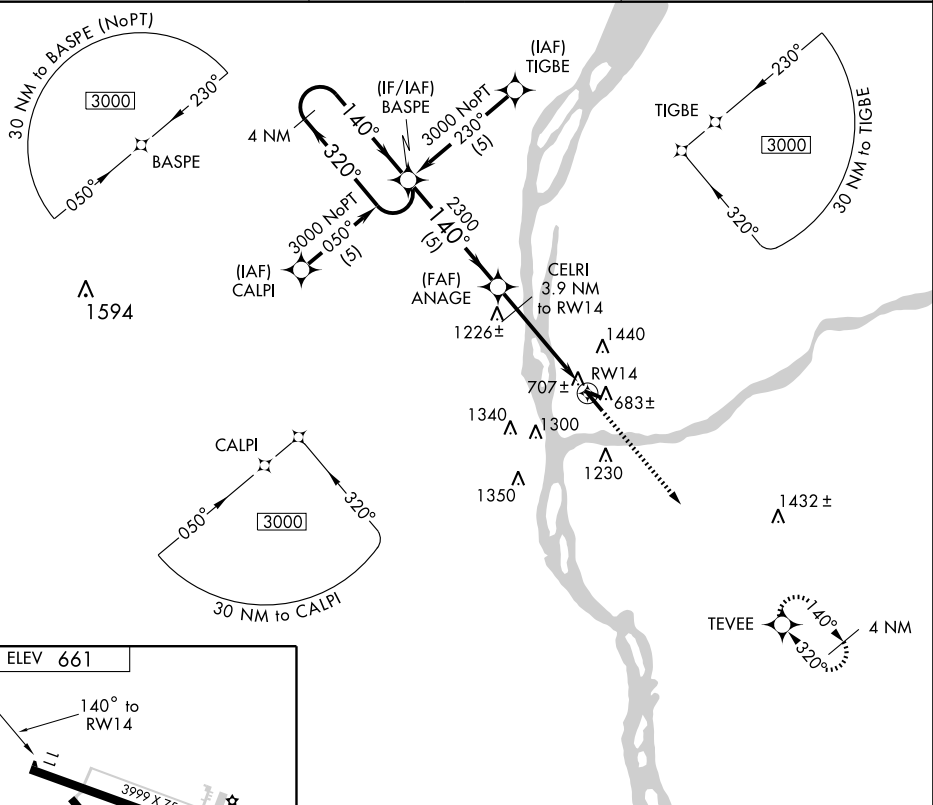
APP CRS	Rwy Idg	5000
140°	TDZE	655
	Apt Elev	661



RNAV (GPS) RWY 14

PRAIRIE DU CHIEN MUNI (PDC)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct TEVEE WP and hold.
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AWOS-3 119.925	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF)
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REIL Rwy 14 and 32  MIRL Rwy 11-29 and 14-32 	CATEGORY	A	B	C	D
	LNNAV MDA	1180-1	525 (600-1)	1180-1½ 525 (600-1½)	1180-1¾ 525 (600-1¾)
	CIRCLING	1580-1¼	919 (1000-1¼)	1800-3	1139 (1200-3)

EC-3.17 DEC 2009 to 14 JAN 2010

APP CRS
290°

Rwy Idg
TDZE
Apt Elev

3999
661
661

▼

NA

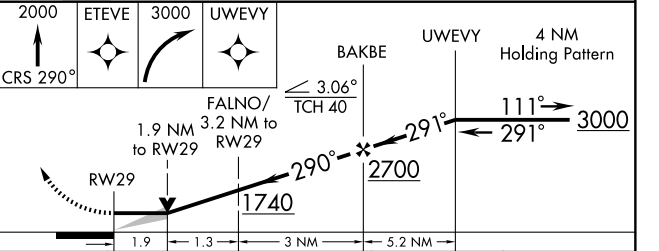
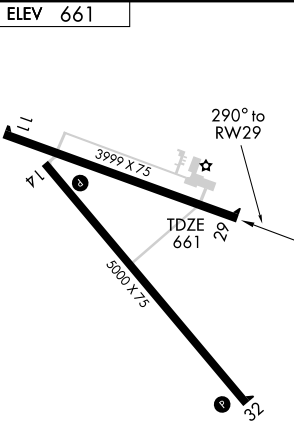
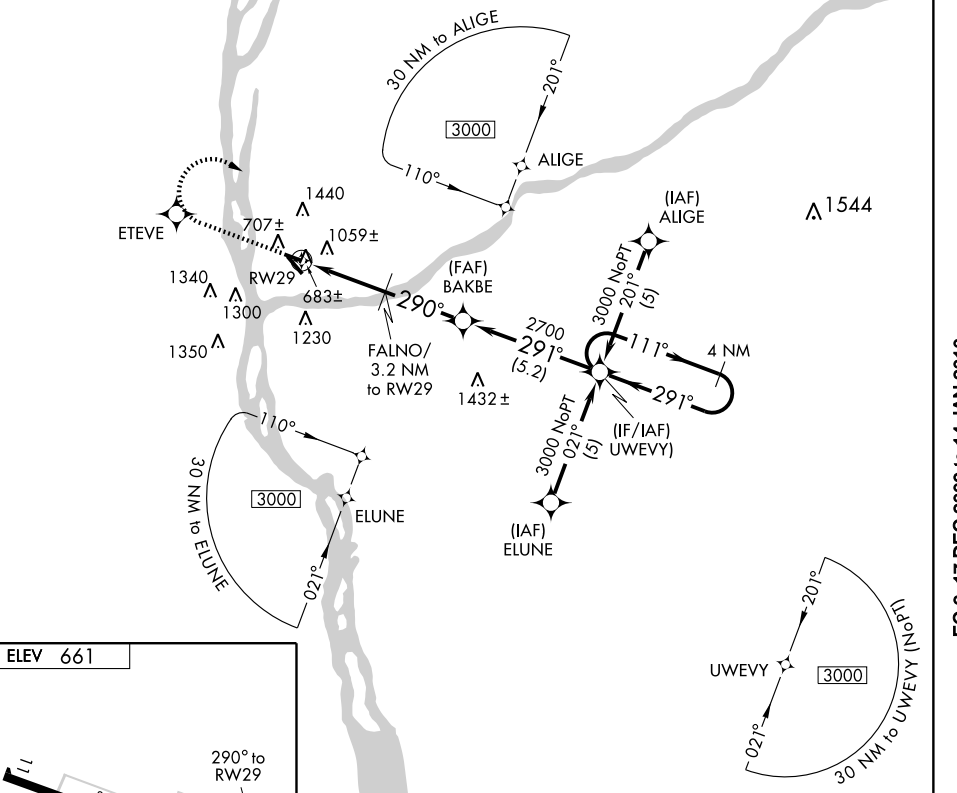
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 290° course to ETEVE WP then climbing right turn to 3000 direct UWEVY WP and hold.

AWOS-3
119.925

CHICAGO CENTER
133.95 281.4

UNICOM
122.8 (CTAF)



CATEGORY	A		B		C	D
LNAV MDA	1320-1		659 (700-1)		1320-1¾ 659 (700-1¾)	1320-2 659 (700-2)
CIRCLING	1580-1¾		919 (1000-1¾)		1800-3 1139 (1200-3)	

REIL Rwy 14 and 32
MRL Rwy 11-29 and 14-32

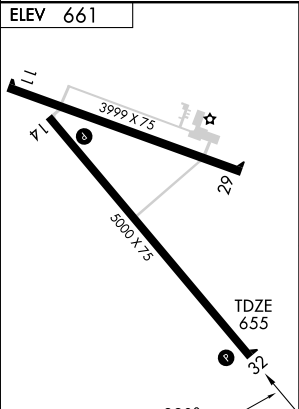
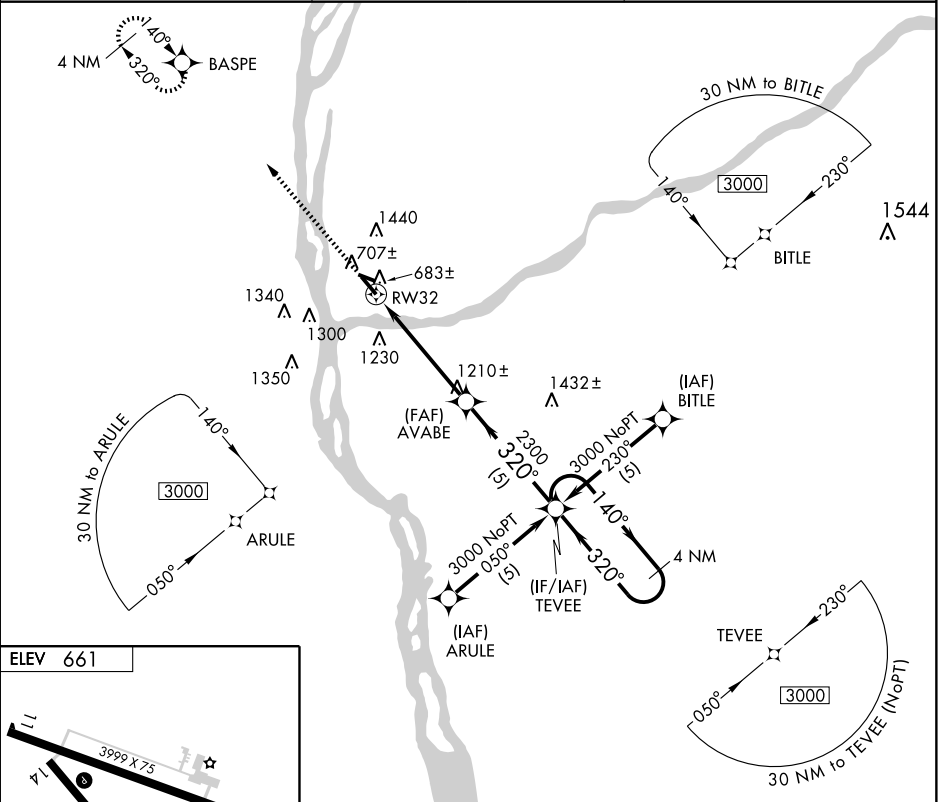
APP CRS	Rwy Idg	5000
320°	TDZE	655
	Apt Elev	661

RNAV (GPS) RWY 32

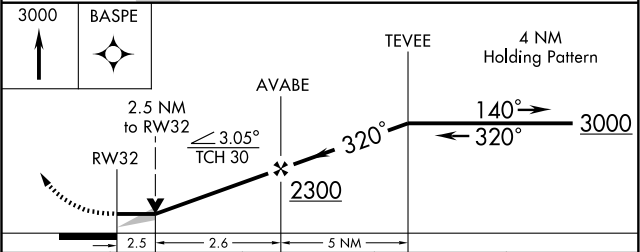
PRAIRIE DU CHIEN MUNI (PDC)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct BASPE WP and hold.
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AWOS-3 119.925	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF)
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REIL Rwy 14 and 32
MIRL Rwy 14-32 and 11-29



CATEGORY	A	B	C	D
LNNAV MDA	1460-1 805 (900-1)	1460-1¼ 805 (900-1¼)	1460-2¼ 805 (900-2¼)	1460-2½ 805 (900-2½)
CIRCLING	1580-1¼ 919 (1000-1¼)		1800-3 1139 (1200-3)	

VORTAC UKN	APP CRS	Rwy Idg	3999
116.6	305°	TDZE	661
Chan 113		Apt Elev	661

VOR/DME RWY 29
PRAIRIE DU CHIEN MUNI (PDC)

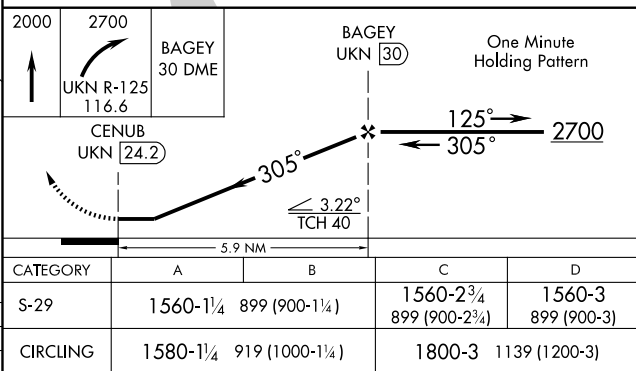
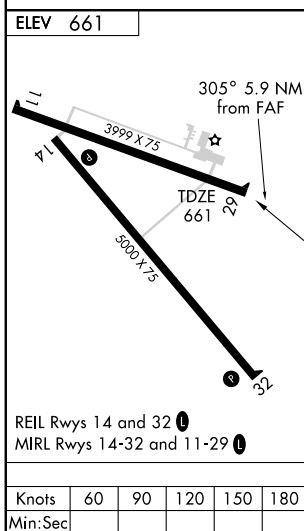
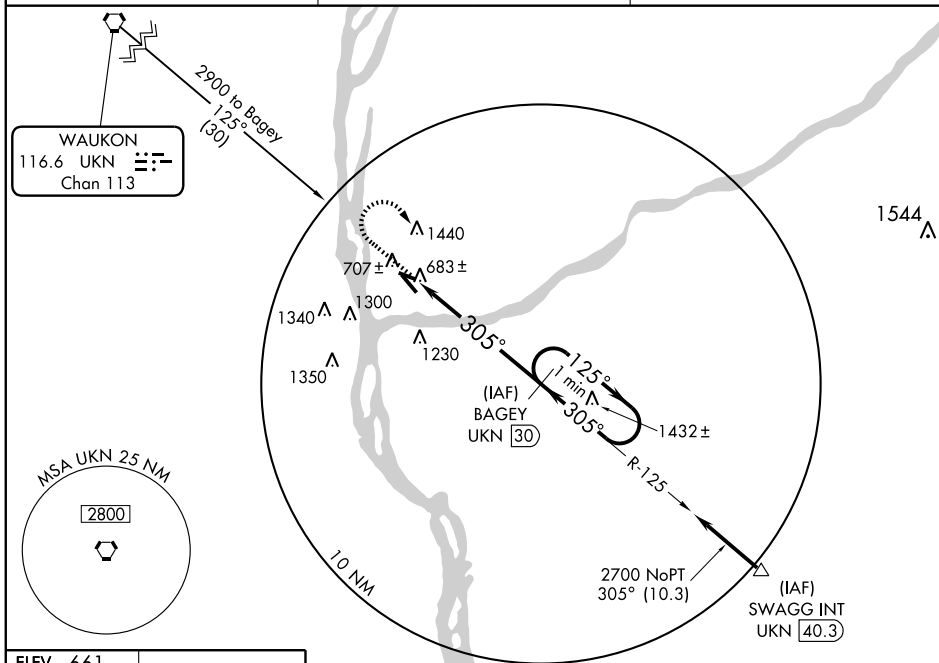


MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via UKN R-125 to BAGEY/30 DME and hold.

AWOS-3
119.925

CHICAGO CENTER
133.95 281.4

UNICOM
122.8 (CTAF) **L**



▼

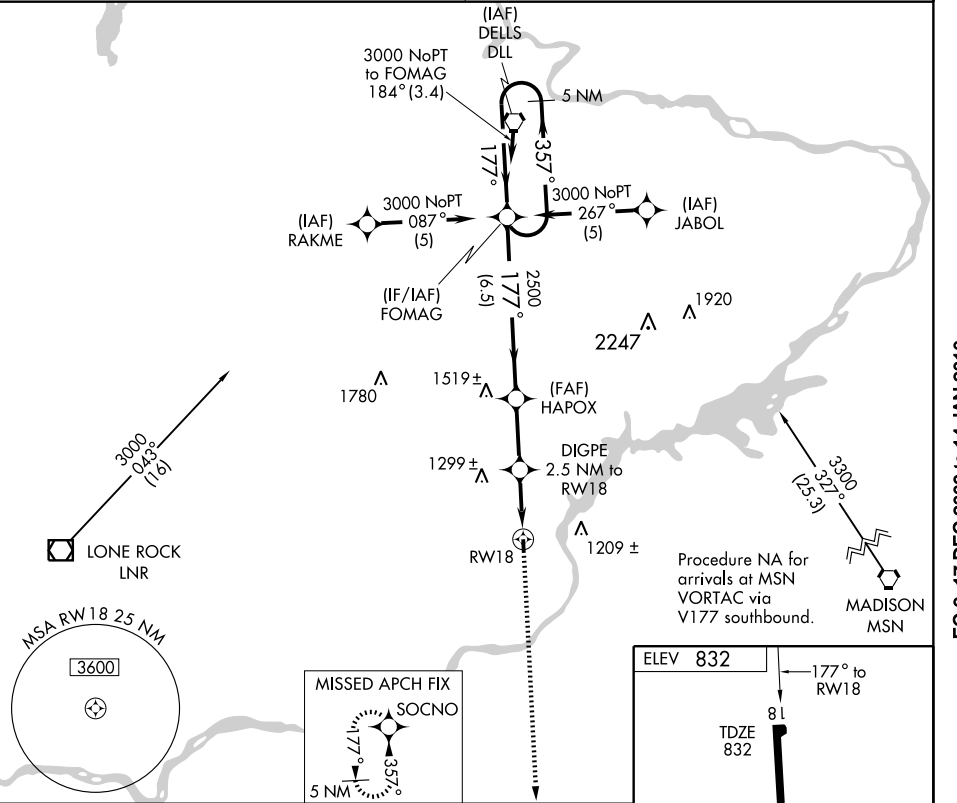
▲ NA

Use Dane County Rgnl-Truax Field altimeter setting; if not received use Baraboo altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct SOCNO and hold.

MADISON APP CON★
135.45 343.7

CTAF
122.9 0



5 NM Holding Pattern FOMAG 3000 ← 357° 177° → 177° HAPOX 3.04° TCH 40 DIGPE 2.5 NM to RW18 2500 1660 RW18 6.5 NM 2.5 NM 2.5 NM					3200 SOCNO
CATEGORY	A		B		D
LNAV MDA	1400-1 568 (600-1)				NA
CIRCLING	1400-1 568 (600-1)				NA

ELEV 832
 TDZE 832
 177° to RW18
 81
 2936 X 32
 0.4% UP

LIRL Rwy 18-36 0 36
 REIL Rwy 18 0 ★
 REIL Rwy 36 0

EC-3. 17 DEC 2009 to 14 JAN 2010

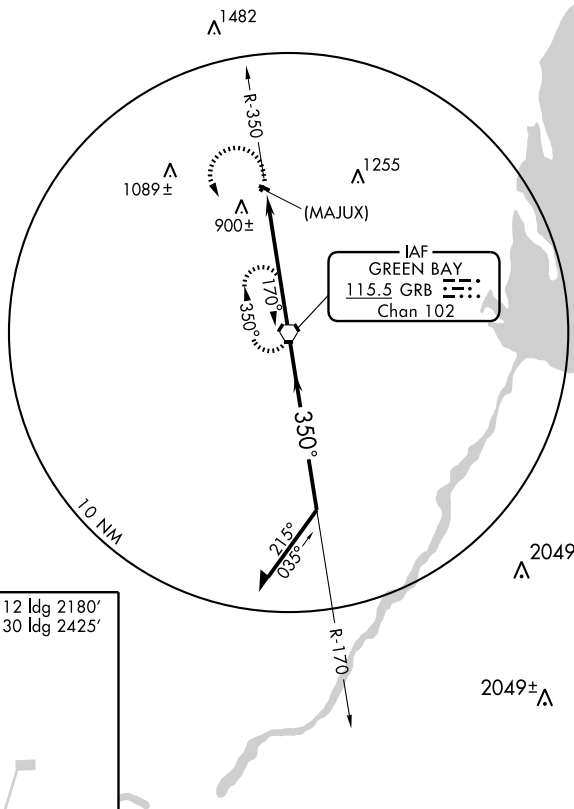
VORTAC GRB <u>115.5</u> Chan 102	APP CRS 350°	Rwy Idg TDZE Apt Elev	N/A N/A 785
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VOR or GPS-A
PULASKI/CARTER (92C)

A NA Use Green Bay altimeter setting.
Procedure not authorized at night.

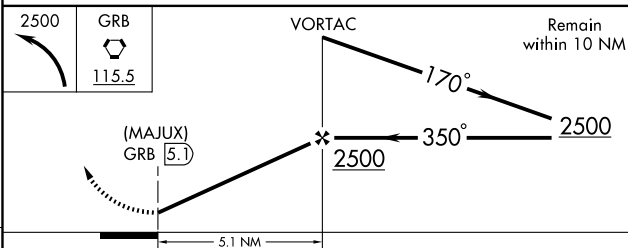
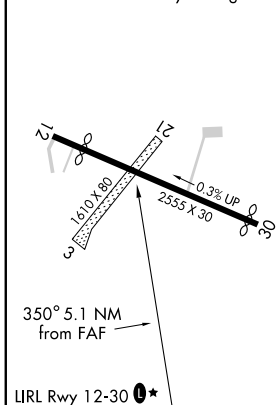
MISSED APPROACH: Climbing left turn to 2500, direct GRB VORTAC and hold.

GREEN BAY APP CON ★
119.4 338.2



CTAF
122.9 L

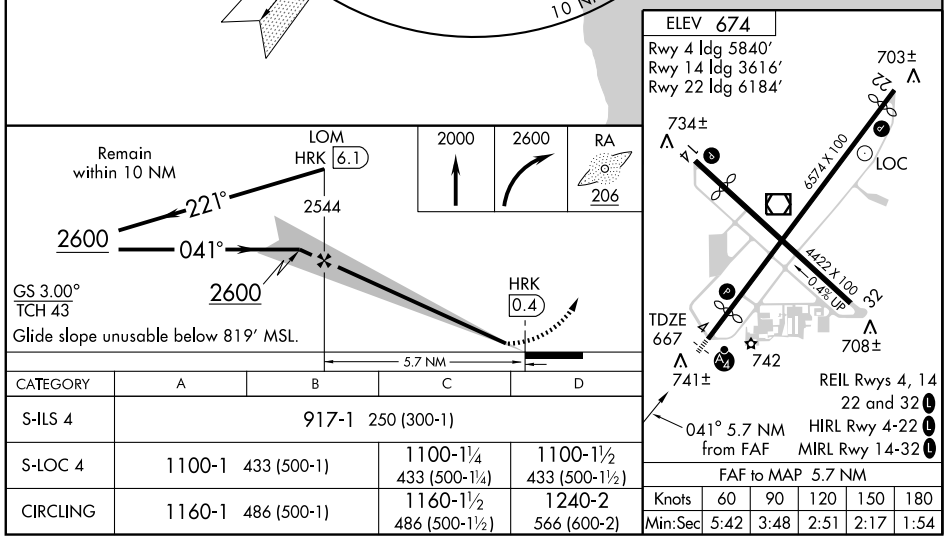
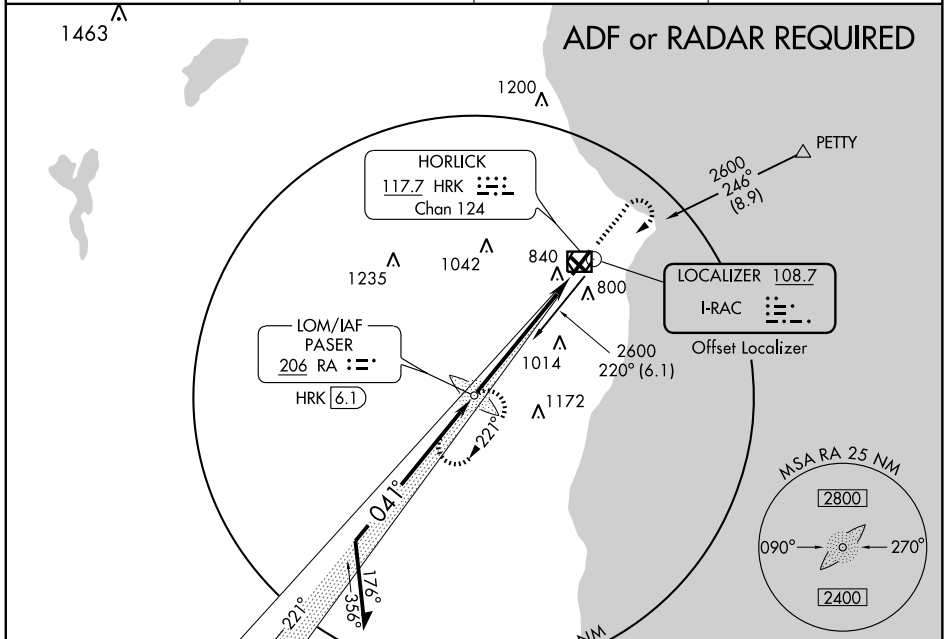
EC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 785	Rwy 12 ldg 2180'
	Rwy 30 ldg 2425'



Knots	60	90	120	150	180	CATEGORY	A	B	C	D
Min:Sec	5:06	3:24	2:33	2:02	1:42	CIRCLING	1280-1	495 (500-1)	NA	

 NA		MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct PASER LOM and hold.	
ASOS 117.7	MILWAUKEE APP CON 120.15 (SOUTH) 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) 



LOM RA <u>206</u>	APP CRS 041°	Rwy Idg 5840 TDZE 667 Apt Elev 674
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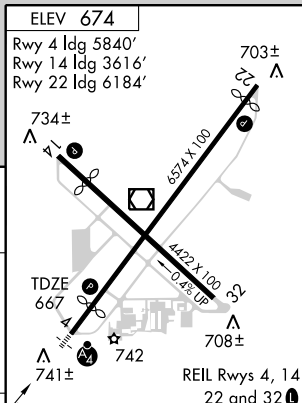
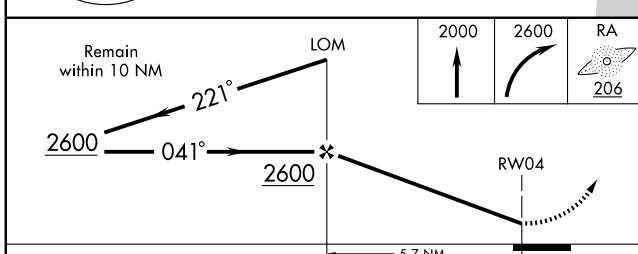
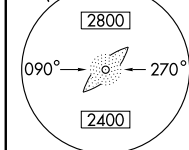
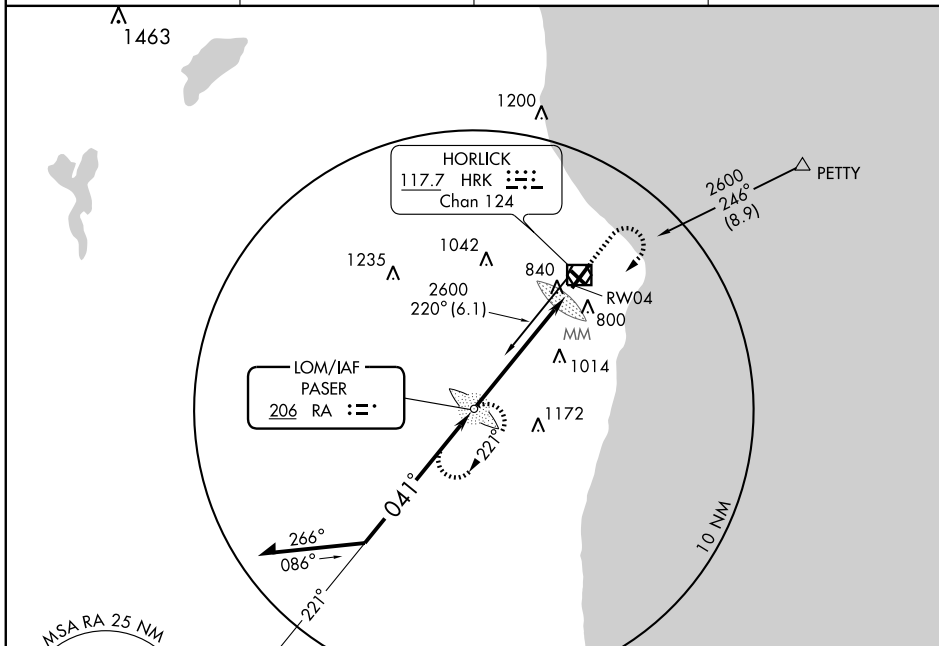
NDB or GPS RWY 4

RACINE/JOHN H. BATTEN (RAC)



MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct RA LOM and hold.

ASOS 117.7	MILWAUKEE APP CON 120.15(SOUTH) 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) ①
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CATEGORY	A	B	C	D
S-4	1380-1	713 (800-1)	1380-2 713 (800-2)	1380-2¼ 713 (800-2¼)
CIRCLING	1380-1	706 (800-1)	1380-2 706 (800-2)	1380-2¼ 706 (800-2¼)

041° 5.7 NM from FAF		HIRL Rwy 4-22 MIRL Rwy 14-32			
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

VEENA ONE ARRIVAL (VEENA.VEENA1)

MILWAUKEE, WISCONSIN

MILWAUKEE APP CON

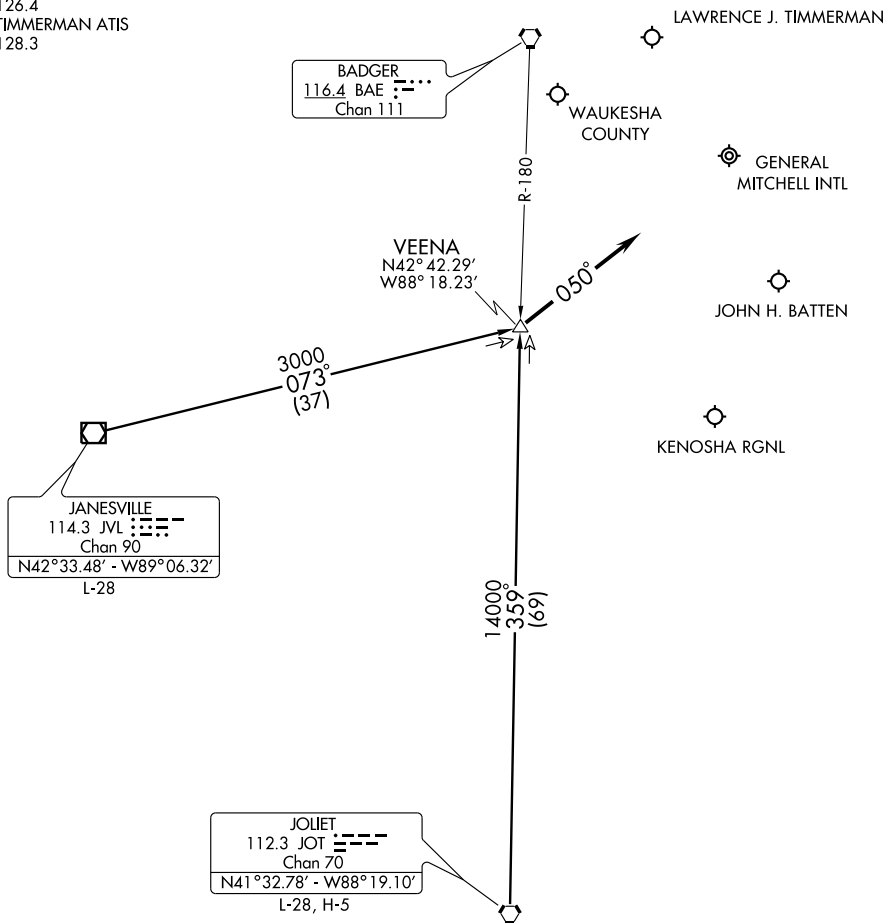
126.5 307.0

GENERAL MITCHELL ATIS

126.4

TIMMERMAN ATIS

128.3



NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....



.... depart VEENA INT heading 050° for initial vector to final approach.

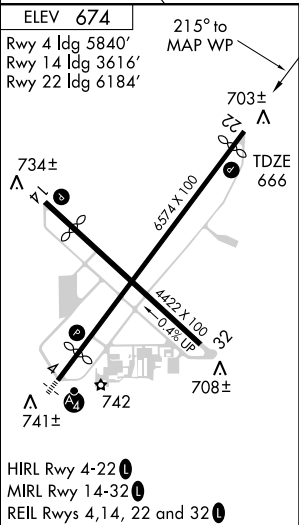
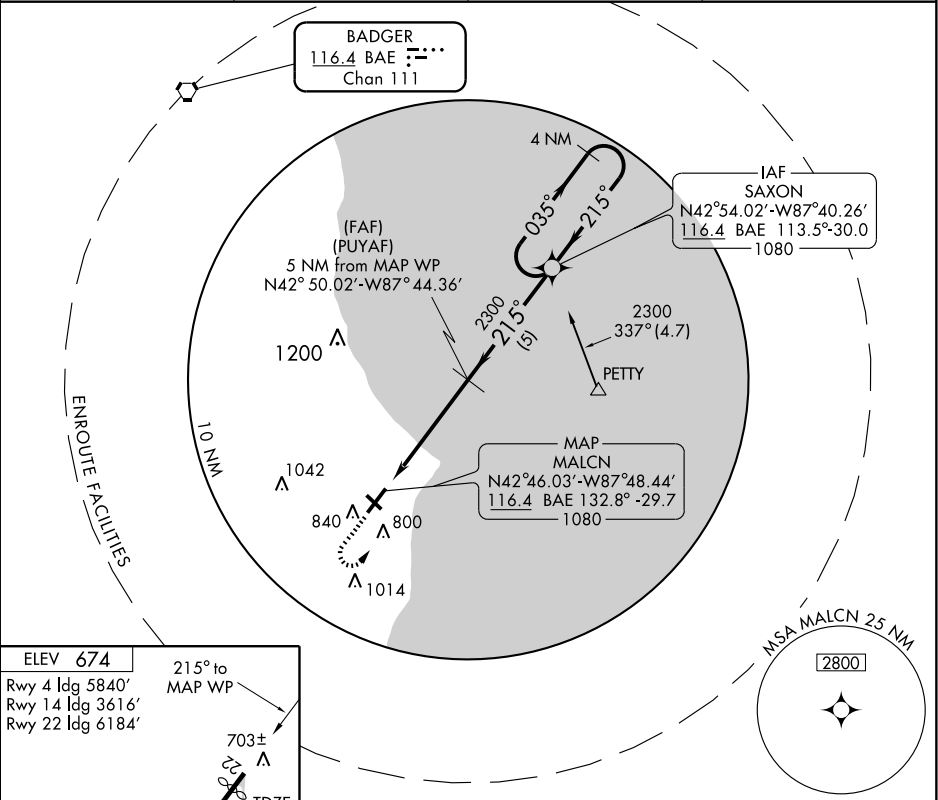
LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.




VORTAC BAE 116.4 Chan 111	APP CRS 215°	Rwy Idg TDZE Apt Elev	6184 666 674
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VOR/DME RNAV or GPS RWY 22

RACINE/JOHN H. BATTEN (RAC)

 NA		MISSED APPROACH: Climb to 2300 then left turn direct SAXON WP and hold.	
ASOS 117.7	MILWAUKEE APP CON 120.15(SOUTH) 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) 

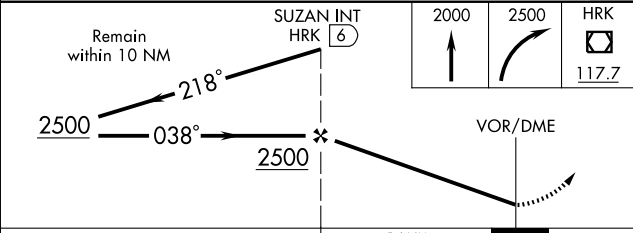
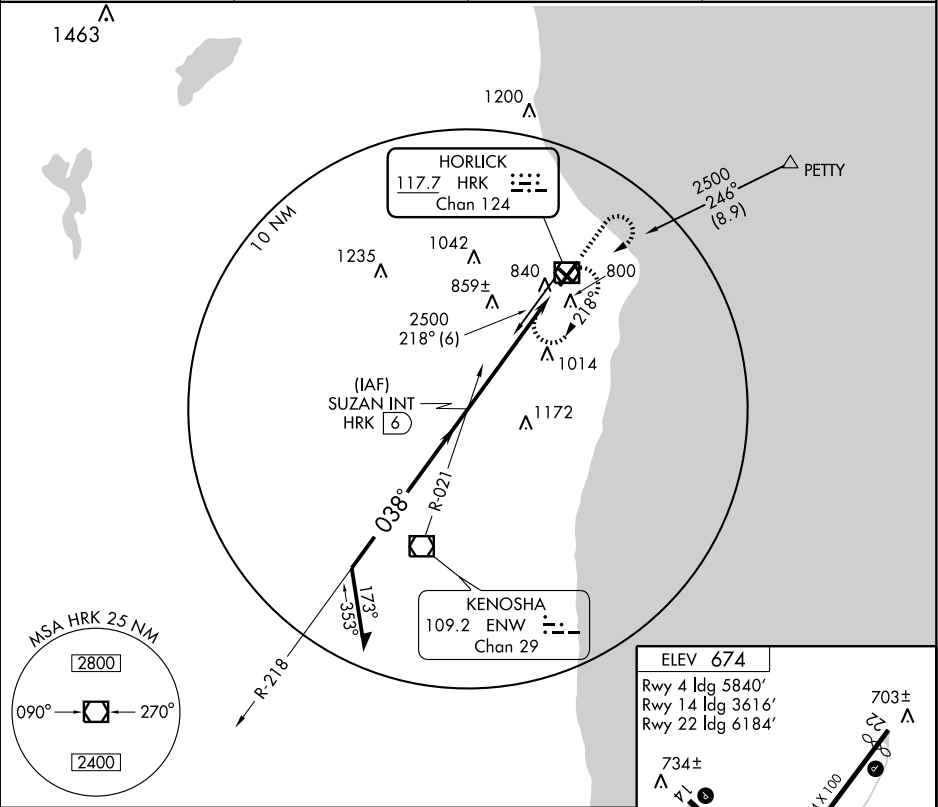


2300 ↑				SAXON 		4 NM Holding Pattern	
		(PUYAF) 5 NM from MAP WP		SAXON WP		035° → 2300 ← 215°	
		215°		2300		2300	
		5 NM		5 NM			
CATEGORY	A		B		C		D
S-22	1100-1 434 (500-1)		1100-1¼ 434 (500-1¼)		1100-1½ 434 (500-1½)		1100-1½ 434 (500-1½)
CIRCLING	1160-1 486 (500-1)		1160-1½ 486 (500-1½)		1240-2 566 (600-2)		1240-2 566 (600-2)

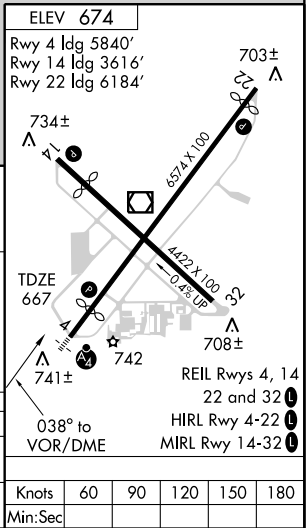
VOR/DME HRK 117.7 Chan 124	APP CRS 038°	Rwy Idg TDZE Apt Elev	5840 667 674
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VOR or GPS RWY 4
RACINE/JOHN H. BATTEN (RAC)

		MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct HRK VOR/DME and hold.	
ASOS 117.7	MILWAUKEE APP CON 120.15 (SOUTH) 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF)



CATEGORY	A	B	C	D
S-4	1120-1 453 (500-1)		1120-1¼ 453 (500-1¼)	1120-1½ 453 (500-1½)
CIRCLING	1160-1 486 (500-1)		1160-1½ 486 (500-1½)	1240-2 566 (600-2)



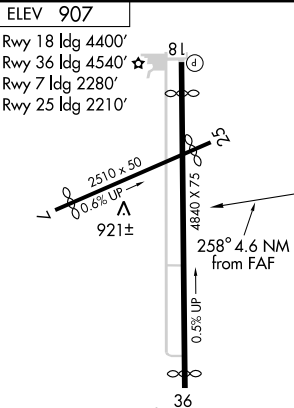
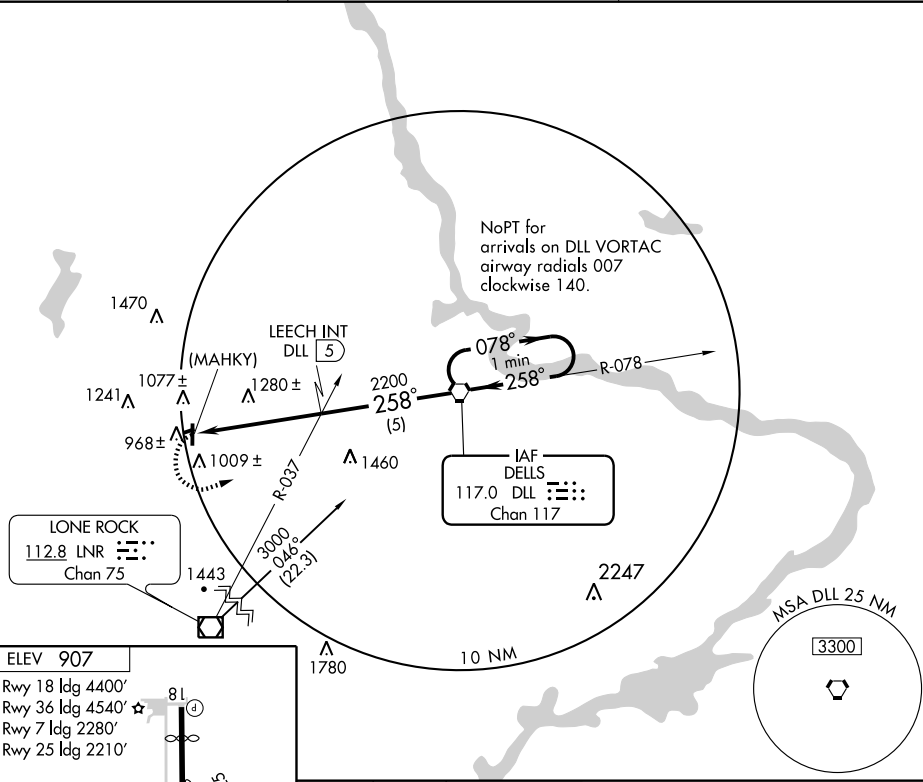
VOR or GPS-A
REEDSBURG MUNI (C35)

VORTAC DLL 117.0 Chan 117	APP CRS 258°	Rwy ldg TDZE Apt Elev 907	N/A N/A 907
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Use Lone Rock altimeter setting; if not received,
use Madison altimeter setting.

MISSED APPROACH: Climbing left turn
to 2700 direct DLL VORTAC and hold.

MADISON APP CON ★ 135.45 343.7	GCO 121.725	UNICOM 122.8 (CTAF) 0
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REIL Rwy 18 and 36
MIRL Rwy 7-25 and 18-36

2700	DLL 117.0	LEACH INT DLL 5	(MAHKY) DLL 9.6	VORTAC	One Minute Holding Pattern
258° 4.6 NM from FAF					
078° 1 min 258° R-078					
2200					
4.6 NM 5 NM					
CATEGORY	A	B	C	D	
CIRCLING	1660-1 755 (800-1)	1660-1¼ 755 (800-1¼)	1660-2¼ 755 (800-2¼)	1660-2½ 755 (800-2½)	
MADISON ALTIMETER SETTING MINIMUMS					
CIRCLING	1740-1 835 (900-1)	1740-1¼ 835 (900-1¼)	1740-2½ 835 (900-2½)	1740-2¾ 835 (900-2¾)	

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

LOC I-RHI	APP CRS	Rwy Idg	6799
<u>111.3</u>	087°	TDZE	1624
		Apt Elev	1624

ILS or LOC RWY 9
RHINELANDER-ONEIDA COUNTY (RHI)

ADF REQUIRED. When local altimeter setting not received, use Tomahawk altimeter setting and increase DA and all MDA 60 feet, increase S-LOC 9 and Circling Cats. C and D visibility $\frac{1}{4}$ mile, and increase ZINGI Fix Minimums S-LOC 9 and Circling Cats. C and D visibility $\frac{1}{4}$ mile. For inoperative MALSR, when using Tomahawk altimeter setting, increase S-ILS 9 all Cats. visibility to 1 mile.

MALSR



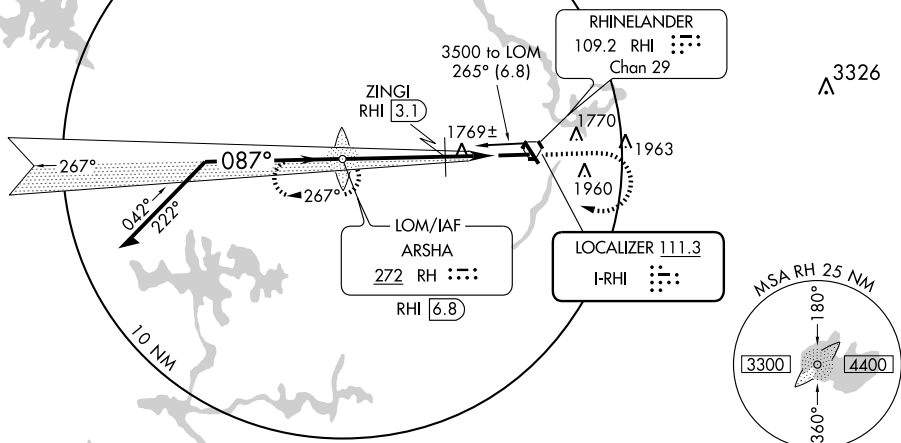
MISSED APPROACH: Climb to 2100 then climbing right turn to 3500 direct ARSHA LOM and hold.

ASOS
126.825

MINNEAPOLIS CENTER
133.65 281.5

UNICOM
123.0 (CTAF) **L**

ADF or DME REQUIRED



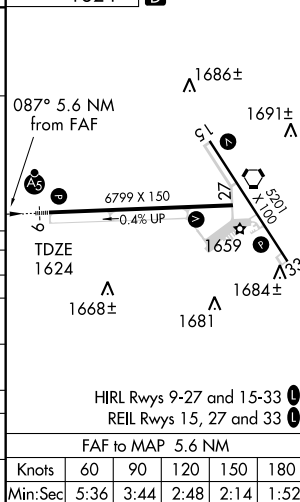
EC-3, 17 DEC 2009 to 14 JAN 2010

[illegible]

CATEGORY	A	B	C	D
S-ILS 9	1824- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 9	2180- $\frac{1}{2}$ 556 (600- $\frac{1}{2}$)		2180-1 556 (600-1)	2180-1 $\frac{1}{4}$ 556 (600-1 $\frac{1}{4}$)
CIRCLING	2180-1 556 (600-1)	2220-1 596 (600-1)	2260-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$)	2260-2 636 (700-2)
ZINGI FIX MINIMUMS**				
S-LOC 9	2020- $\frac{1}{2}$ 396 (400- $\frac{1}{2}$)			2020- $\frac{3}{4}$ 396 (400- $\frac{3}{4}$)
CIRCLING	2020-1 396 (400-1)	2220-1 596 (600-1)	2260-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$)	2260-2 636 (700-2)

ELEV 1624

D

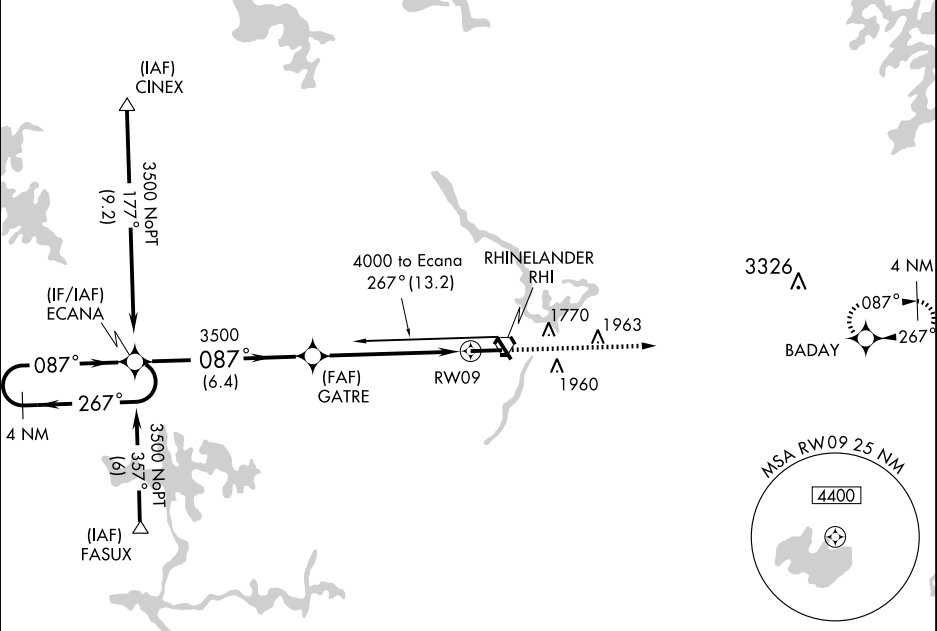


APP CRS	Rwy Idg	6799
087°	TDZE	1623
	Apt Elev	1623

RNAV (GPS) RWY 9
RHINELANDER-ONEIDA COUNTY (RHI)

<p>▼ For inoperative MALSR increase LNAV/VNAV Cat. D visibility to 1 mile. Circling NA at night to Rwy 15. Baro/VNAV NA below -18° C (0° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat. D.</p>	<p>MALSR</p> <p>A5</p>	<p>MISSED APPROACH: Climb to 4500 direct BADAY WP and hold.</p>
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<p>ASOS</p> <p>126.825</p>	<p>MINNEAPOLIS CENTER</p> <p>133.65 281.5</p>	<p>UNICOM</p> <p>123.0 (CTAF) 0</p>
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<p>4 NM Holding Pattern</p> <p>ECANA GATRE</p> <p>3500 087° 087° 3500</p> <p>GS 3.00° TCH 49</p> <p>6.4 NM 4.8 NM 0.9</p>				
<p>4500 BADAY</p> <p>*LNAV Only.</p> <p>*0.9 NM to RW09</p> <p>RW09</p> <p>087° to RW09</p> <p>TDZE 1623</p> <p>1668± 1681 1684± 1691± 1697± 1686±</p> <p>6799 X 1.50 5201 5200 1659 1633</p> <p>0.4% UP</p>				
CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	1940-½	317 (400-½)	1940-¾	317 (400-¾)
LNAV MDA	1960-½	337 (400-½)	1960-1	337 (400-1)
CIRCLING	2020-1 397 (400-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)

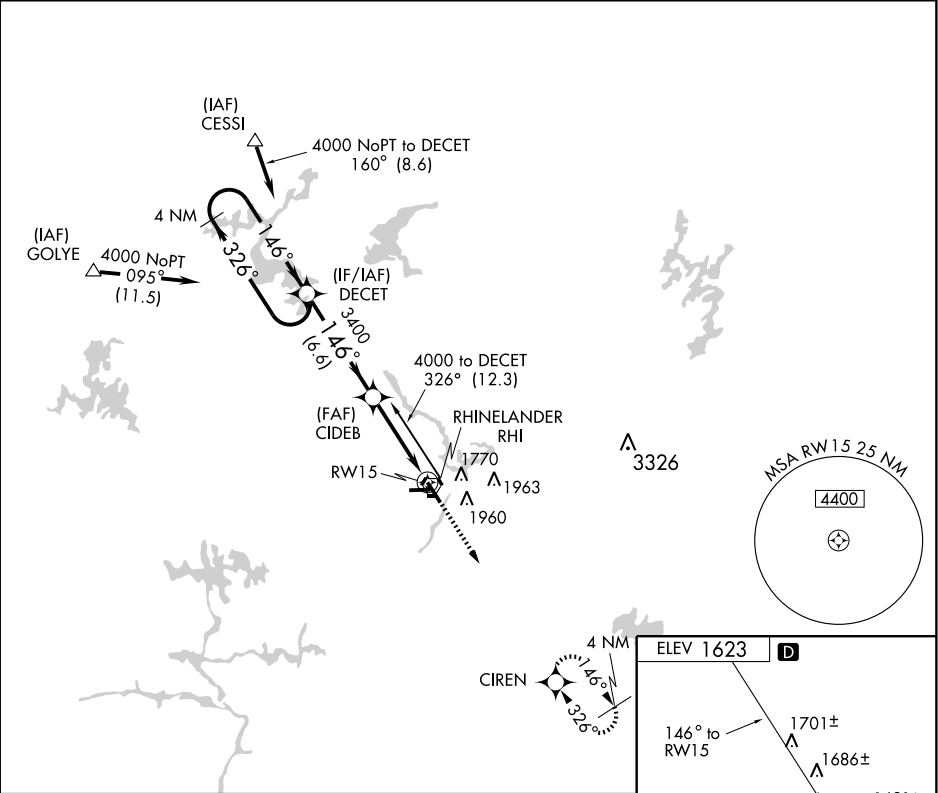
APP CRS	Rwy Idg	5201
146°	TDZE	1599
	Apt Elev	1623

RNAV (GPS) RWY 15
RHINELANDER-ONEIDA COUNTY (RHI)

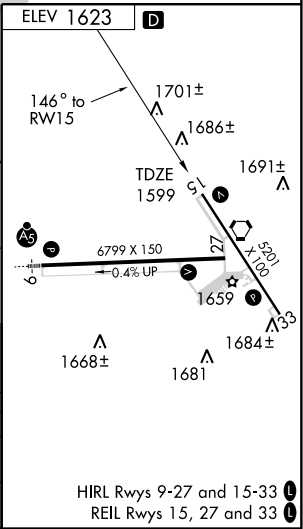
When VGSI inoperative, straight-in/circling Rwy 15 NA at night.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500
direct CIREN WP and hold.

ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern				
CATEGORY	A	B	C	D
LNAV MDA	1980-1 381 (400-1)			1980-1¼ 381 (400-1¼)
CIRCLING	2020-1 397 (400-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)



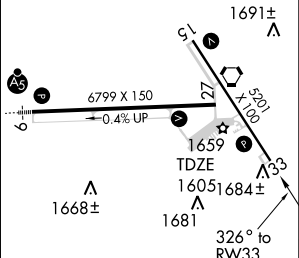
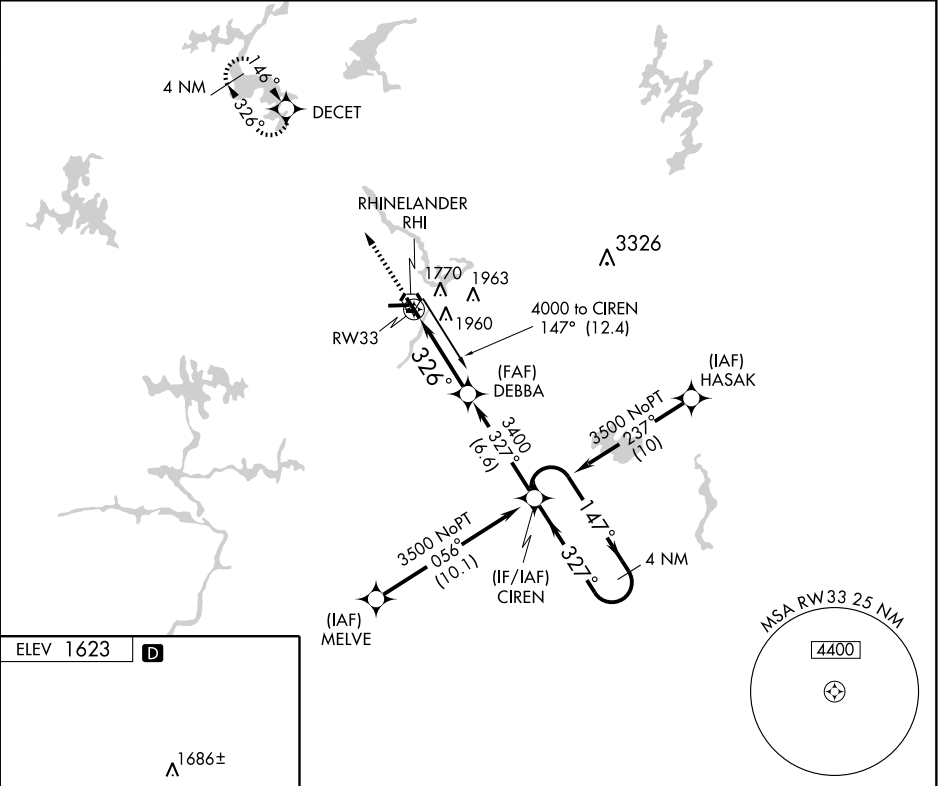
APP CRS	Rwy Idg	5201
326°	TDZE	1605
	Apt Elev	1623

RNAV (GPS) RWY 33

RHINELANDER-ONEIDA COUNTY (RHI)

<p>▼ When VGSI inoperative, straight-in/circling Rwy 33 NA at night. ▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 15.</p>	<p>MISSED APPROACH: Climb to 4000 direct DECET WP and hold.</p>
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ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF) 0
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	4000	DECET	CIREN	4 NM Holding Pattern
			DEBBA	
			326°	3400
			327°	3500
			147°	
			327°	
			3.05°	TCH 55
			5.4 NM	6.6 NM
				VGSI and descent angles not coincident.
CATEGORY	A	B	C	D
LNAV MDA	2120-1	515 (500-1)	2120-1½ 515 (500-1½)	2120-1¾ 515 (500-1¾)
CIRCLING	2120-1 497 (500-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)

HIRL Rwy 9-27 and 15-33 **0**
REIL Rwy 15, 27 and 33 **0**

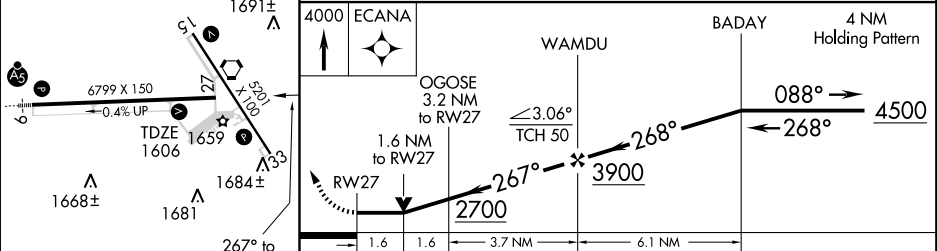
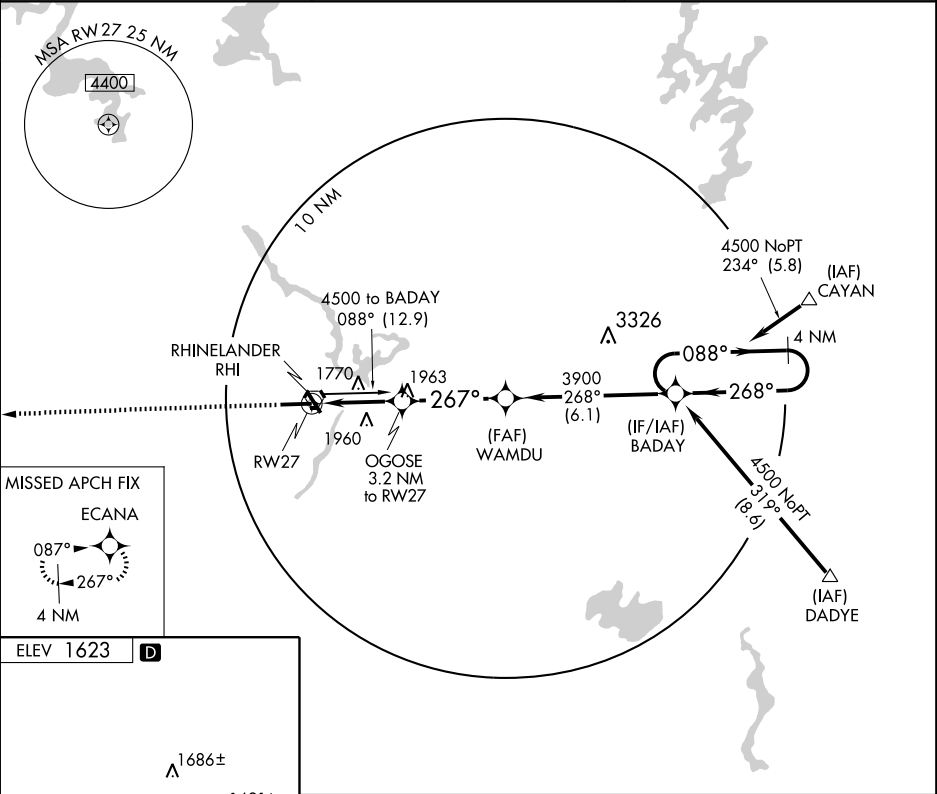
APP CRS	Rwy Idg	6799
267°	TDZE	1606
	Apt Elev	1623

RNAV (GPS) Y RWY 27

RHINELANDER-ONEIDA COUNTY (RHI)

 NA	Circling NA at night to Rwy 15. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4000 direct ECANA WP and hold.
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ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF) 
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CATEGORY	A	B	C	D
LNNAV MDA	2180-1	574 (600-1)	2180-1½ 574 (600-1½)	2180-1¾ 574 (600-1¾)
CIRCLING	2180-1 557 (600-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)

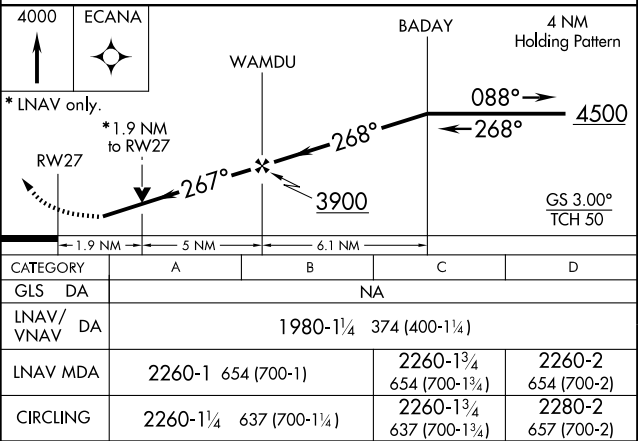
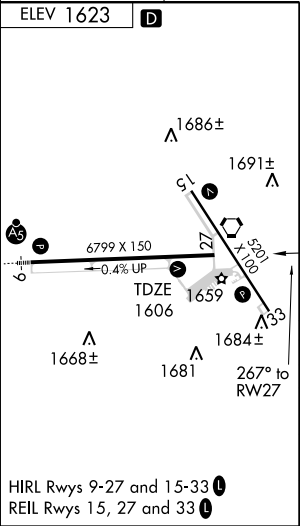
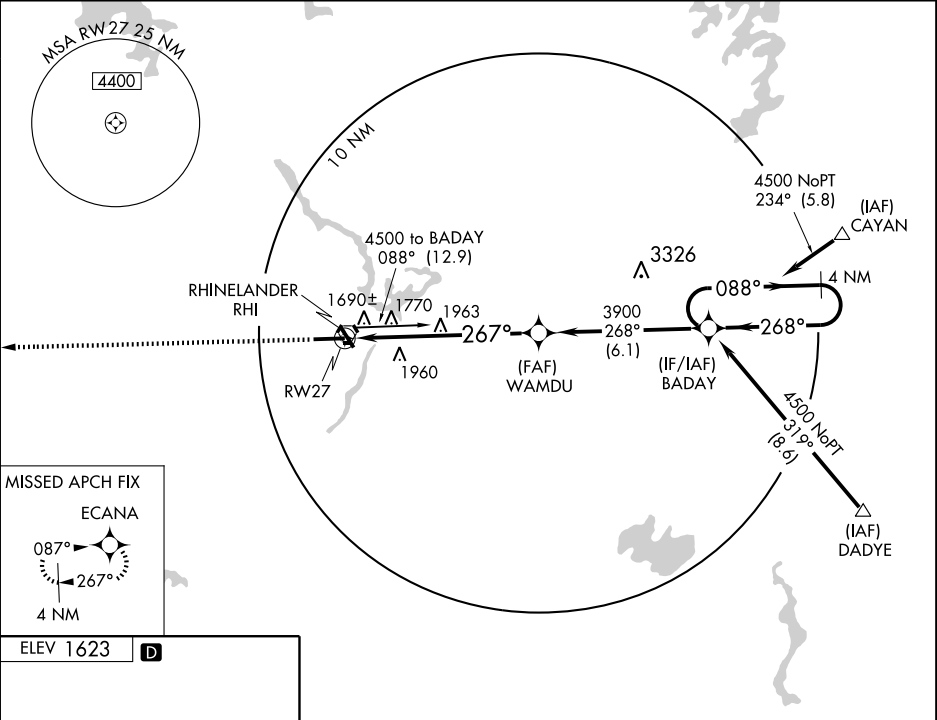
APP CRS	Rwy Idg	6799
267°	TDZE	1606
	Apt Elev	1623

RNAV (GPS) Z RWY 27

RHINELANDER-ONEIDA COUNTY (RHI)

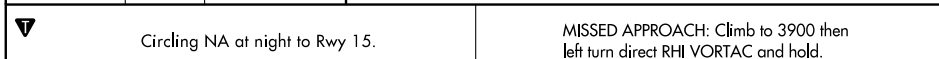
<p>▼ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. ▲ NA Baro/VNAV NA below -18° C (0° F). Circling NA at night to Rwy 15.</p>	<p>MISSED APPROACH: Climb to 4000 direct ECANA WP and hold.</p>
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ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF) 0
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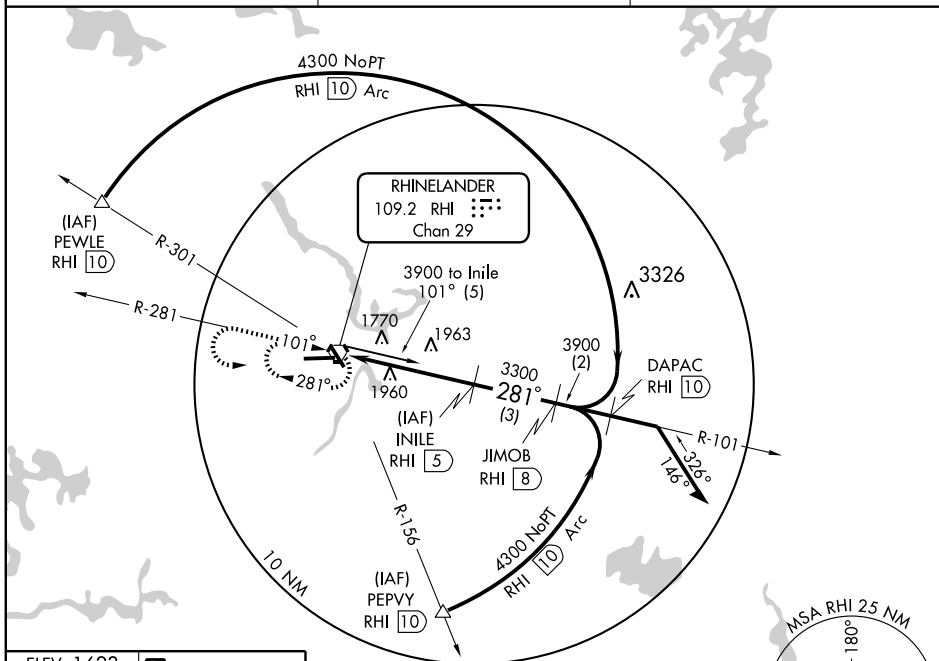
VORTAC RHI 109.2 Chan 29	APP CRS 281°	Rwy Idg 6799 TDZE 1606 Apt Elev 1623
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VOR/DME RWY 27
RHINELANDER-ONEIDA COUNTY (RHI)

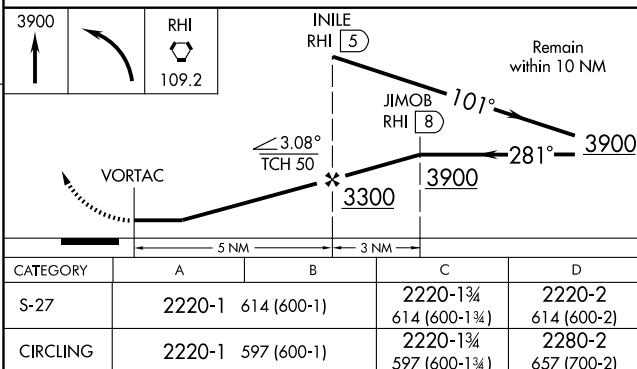
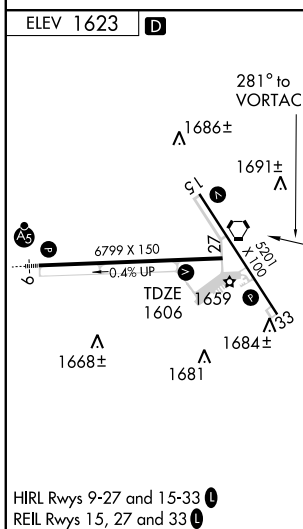


ASOS
126.825

MINNEAPOLIS CENTER
133.65 281.5

UNICOM
123.0 (CTAF) **L**

EC-3, 17 DEC 2009 to 14 JAN 2010



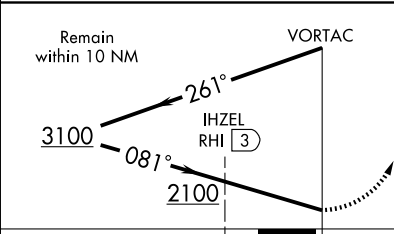
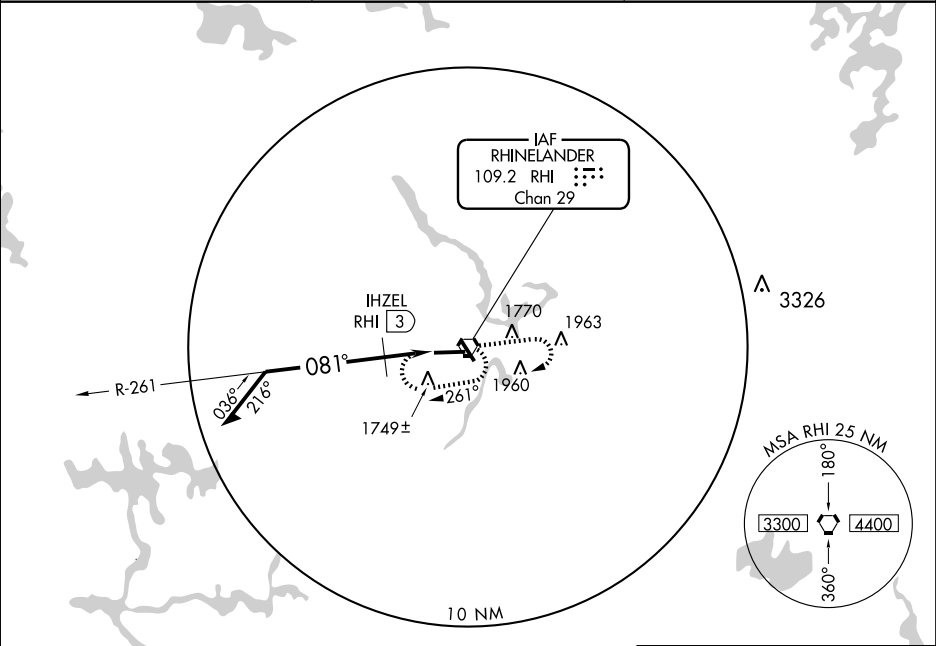
VORTAC RHI	APP CRS	Rwy Idg	6799
109.2	081°	TDZE	1623
Chan 29		Apt Elev	1623

For inoperative MALSR, increase S-9 Cat. D DME minimums visibility to 1¼. Circling NA at night to Rwy 15.



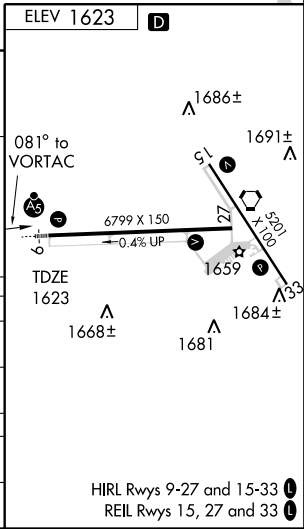
MISSED APPROACH: Climb to 2600 then climbing right turn to 3200 direct RHI VORTAC and hold.

ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF)
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2600	3200	RHI
↑	↷	109.2

CATEGORY	A	B	C	D
S-9	2100-½ 477 (500-½)		2100-¾ 477 (500-¾)	2100-1 477 (500-1)
CIRCLING	2100-1 477 (500-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)
DME MINIMUMS				
S-9	2000-½ 377 (400-½)			2000-1 377 (400-1)
CIRCLING	2060-1 437 (500-1)	2220-1 597 (600-1)	2220-1½ 597 (600-1½)	2280-2 657 (700-2)



HIRL Rwy 9-27 and 15-33
REIL Rwy 15, 27 and 33

ILS or LOC RWY 1

LOC I-RPD <u>108.3</u>	APP CRS 010°	Rwy Idg 6500 TDZE 1101 Apt Elev 1107
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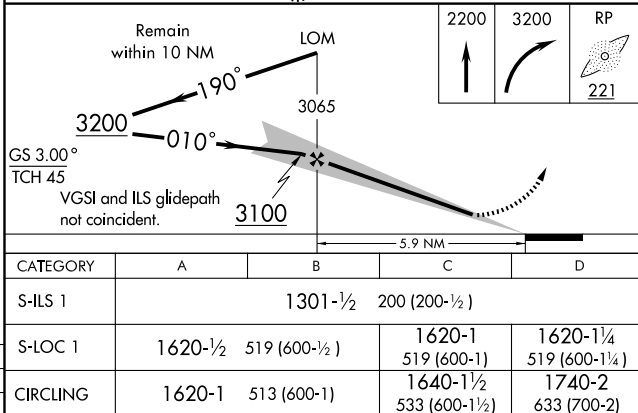
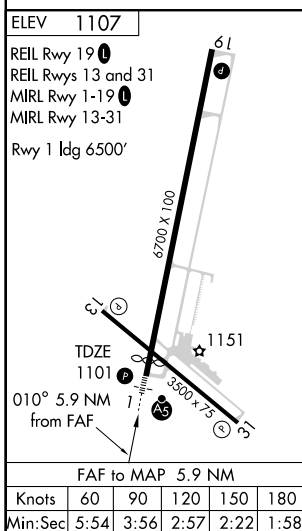
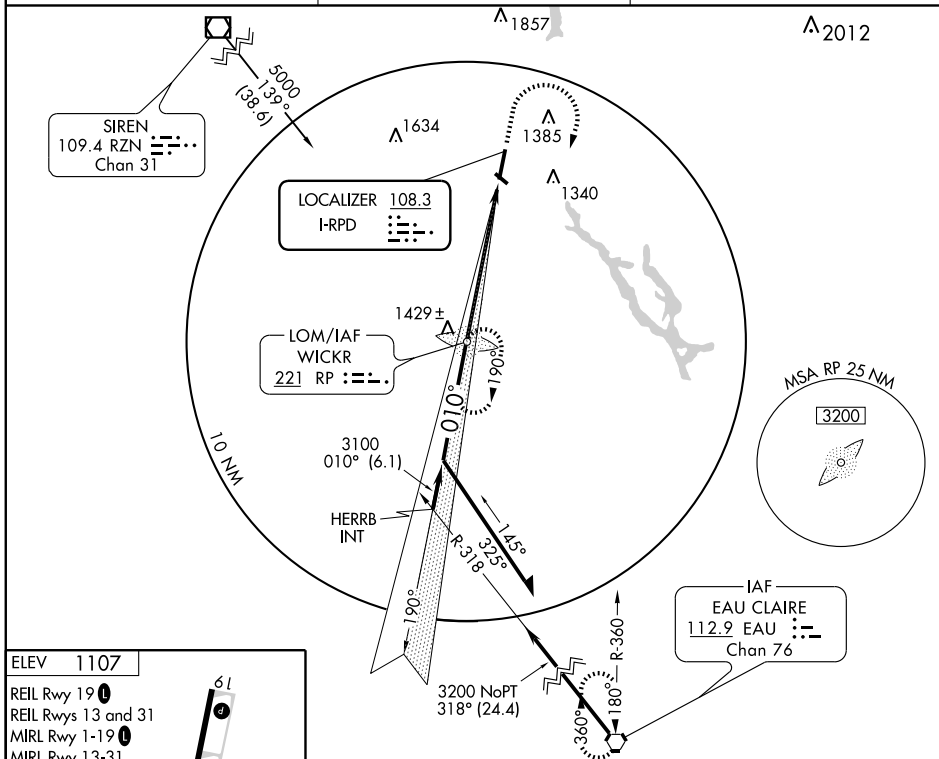
RICE LAKE RGNL-CARL'S FIELD (RPD)

▼ If local altimeter setting not received, use Chippewa Valley Rgnl
▲ altimeter setting; increase DA to 1410 feet and increase all MDAs
120 feet. Circling to Rwy 13-31 NA at night. ADF REQUIRED.



MISSED APPROACH: Climb to 2200 then climbing right turn to 3200 direct WICKR LOM and hold.

AWOS-3 120.525	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.7 (CTAF) 0
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RNAV (GPS) RWY 1

RICE LAKE RGNL-CARL'S FIELD (R.P.D)

WAAS CH 86217 W01A	APP CRS 010°	Rwy Idg TDZE Apt Elev	6500 1101 1107
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If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs/MDAs 120 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -17° C (3° F). Baro VNAV and VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALSR, increase LPV visibility to 1 and LNAV Cat D visibility to 1¼.

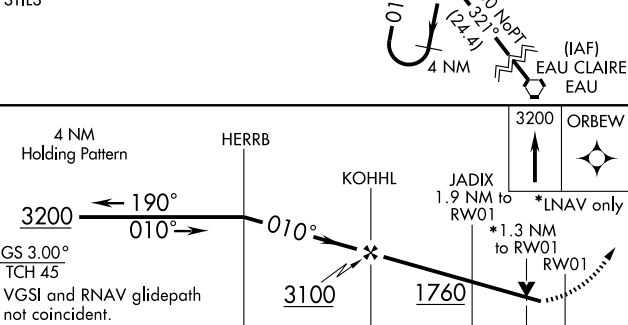
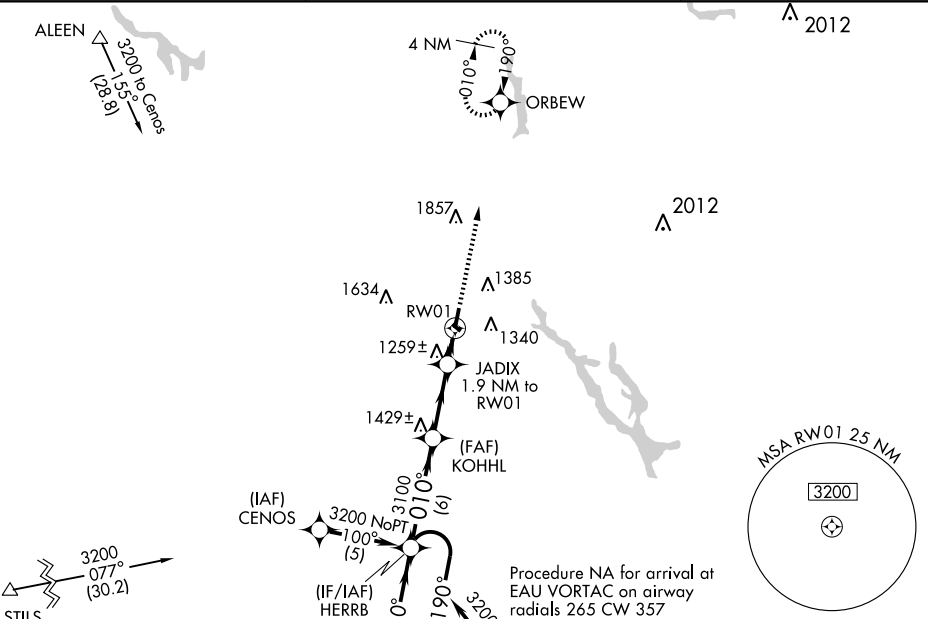


MISSED APPROACH:
Climb to 3200 direct
ORBEW and hold.

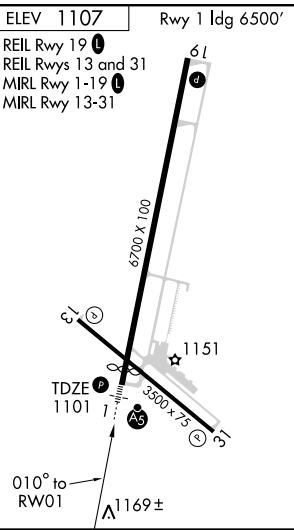
AWOS-3
120.525

MINNEAPOLIS CENTER
125.3 335.6

UNICOM
122.7(CTAF)



CATEGORY	A	B	C	D
LPV DA	1390-½		289 (300-½)	
LNAV/ VNAV DA	1440-¾		339 (400-¾)	
LNAV MDA	1520-½ 419 (500-½)		1520-¾ 419 (500-¾)	1520-1 419 (500-1)
CIRCLING	1600-1¼ 493 (500-1¼)		1640-1½ 533 (600-1½)	1740-2 633 (700-2)



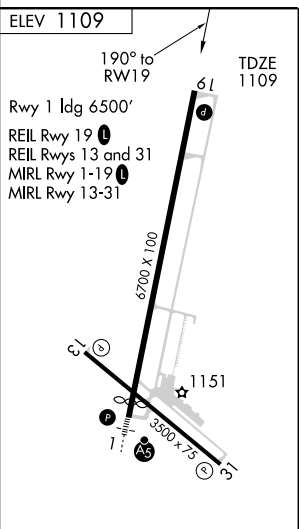
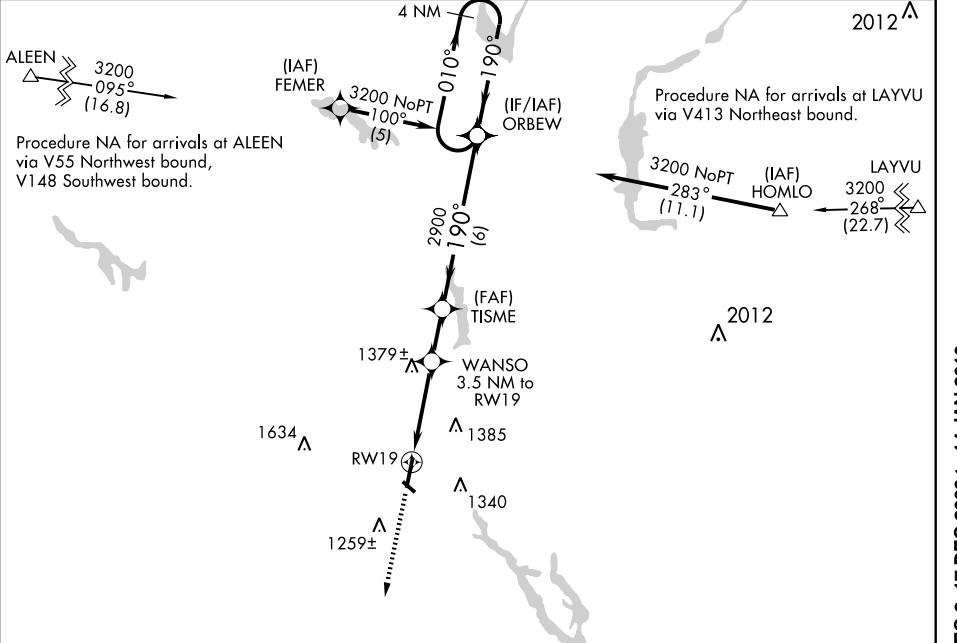
▼

▲

When local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 120 feet, increase LNAV Cat C/D visibility ¼ mile and circling Cat C/D visibility ½ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct HERRB and hold.

AWOS-3 120.525	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.7 (CTAF) 0
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MISSED APCH FIX HERRB				
3200 HERRB				
WANSO 3.5 NM to RW19				
RW19 1.6 NM to RW19				
TISME 1.9 NM to RW19				
ORBEW 6.3 NM to RW19				
Holding Pattern 4 NM				
VDP NA when using Chippewa Valley Rgnl altimeter setting.				
CATEGORY	A	B	C	D
LNAV MDA	1640-1	531 (600-1)	1640-1½ 531 (600-1½)	1640-1¾ 531 (600-1¾)
CIRCLING	1640-1	531 (600-1)	1700-1½ 591 (600-1½)	1740-2 631 (700-2)

VOR/DME	RPD	APP CRS	Rwy Idg	6700
110.0		196°	TDZE	1109
Chan 37			Apt Elev	1109

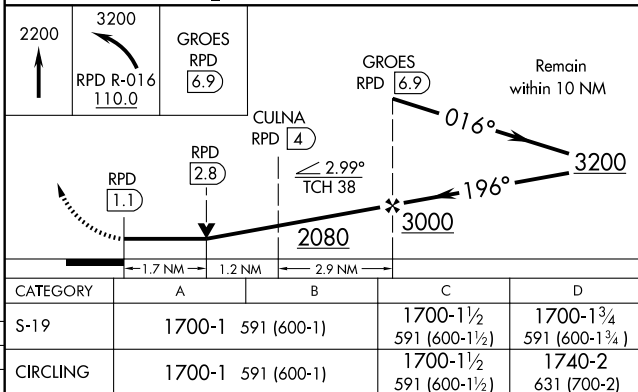
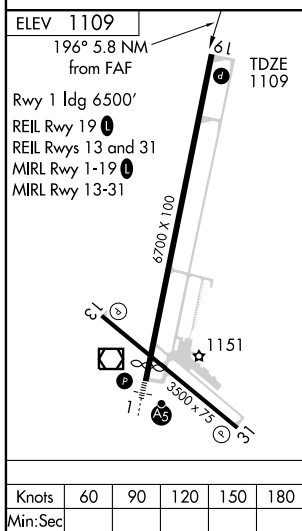
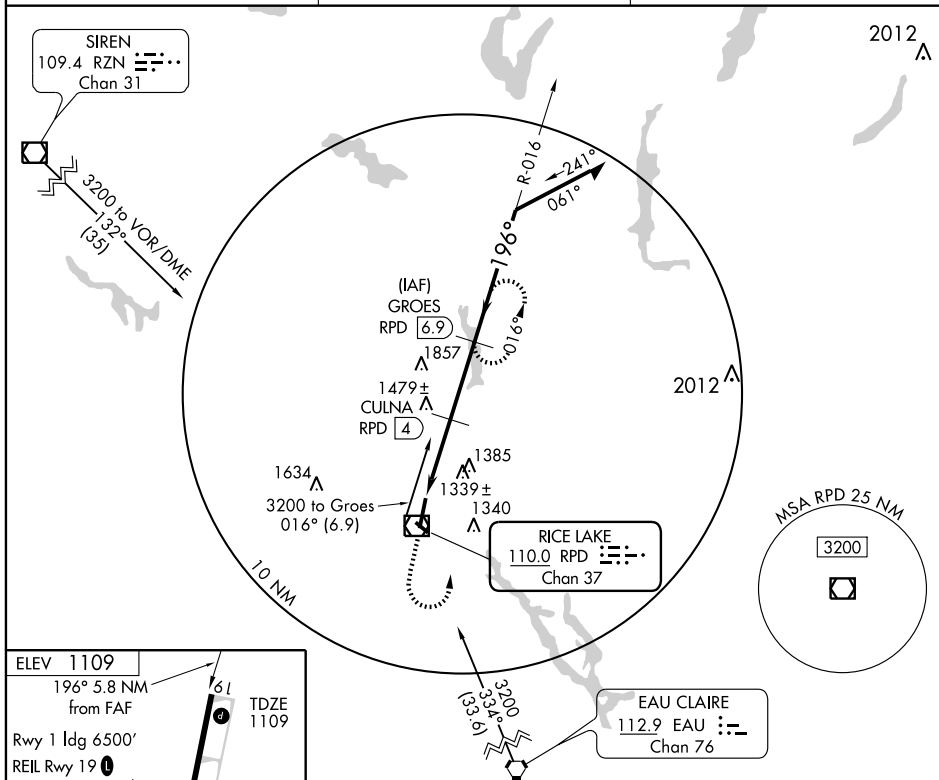
VOR/DME RWY 19

RICE LAKE RGNL-CARL'S FIELD (RPD)

▼ If local altimeter setting not received, use Chippewa Valley
 ▲ Rgnl altimeter setting and increase all MDAs 120 feet.
 VDP NA when using Chippewa Valley Rgnl altimeter setting.

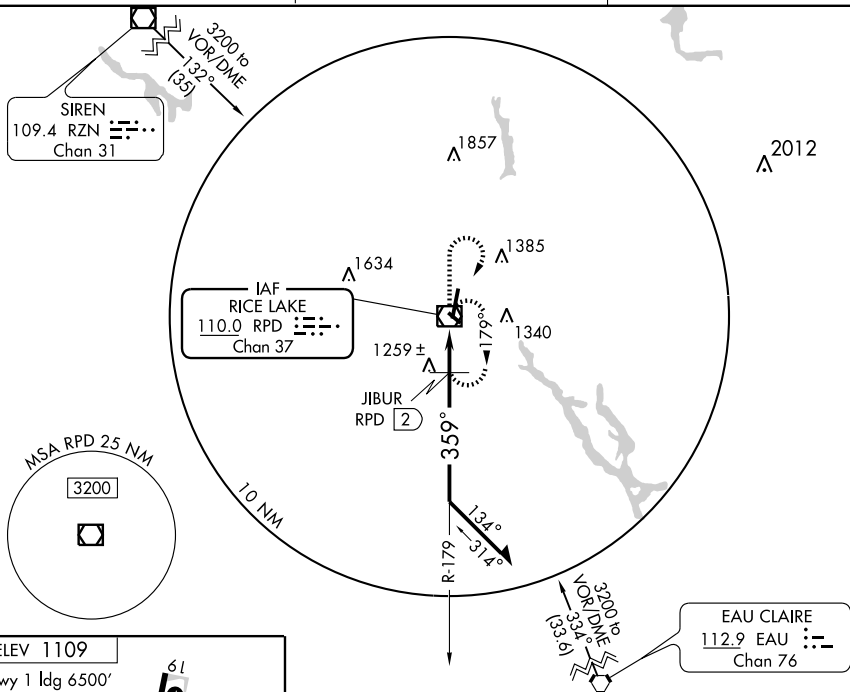
MISSED APPROACH: Climb to 2200 then
 climbing left turn to 3200 via RPD R-016
 to GROES/ 6.9 DME and hold.

AWOS-3 120.525	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.7 (CTAF) 0
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MISSED APPROACH: Climb to 2200, then climbing right turn to 3200 direct RPD VOR/DME and hold.

▼ If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 120 feet. VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALSR increase JIBUR fix minimums S-1 CAT D visibility to 1¼ mile.

UNICOM
122.7 (CTAF) 

EC-3, 17 DEC 2009 to 14 JAN 2010

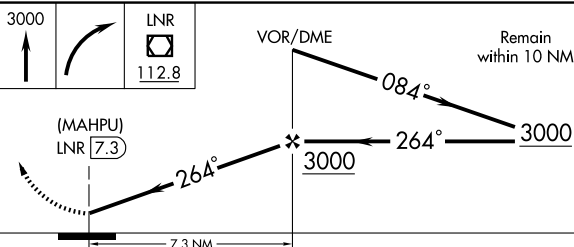
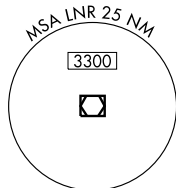
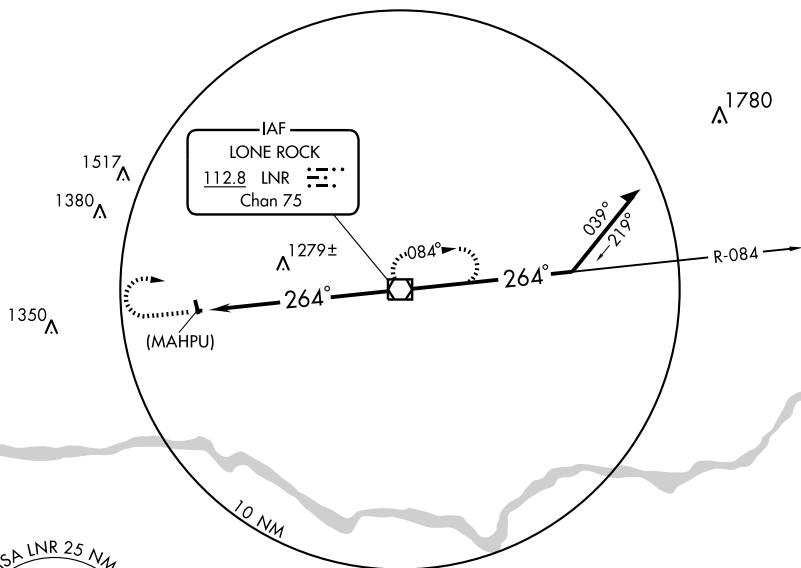
The diagram illustrates the geometry between several navigation points:

- VOR/DME 3200**: The primary station at the top left.
- RPD 110.0**: A point indicated by a square symbol with "110.0" below it.
- JIBUR RPD 2**: A point indicated by a circle with "JIBUR" above and "RPD 2" below.
- Angles**:
 - A bearing of 179° from VOR/DME 3200 towards the right.
 - An angle of 359° at JIBUR RPD 2 pointing back towards VOR/DME 3200.
 - An angle of $\leq 2.91^\circ$ at the intersection of the horizontal line from VOR/DME 3200 and the line from JIBUR RPD 2.
- Distances**:
 - 1.3 NM from VOR/DME 3200 to the intersection point.
 - 0.7 NM from the intersection point to JIBUR RPD 2.
- Other Labels**:
 - "Remain within 10 NM" near the 179° line.
 - "# 1740" near the intersection point.
 - "VGS1 and descent angles not coincident." near the 359° angle.
 - "TCH 40" near the intersection point.
 - "# 1860 when using Chippewa Valley Rgnl altimeter setting" as a note.

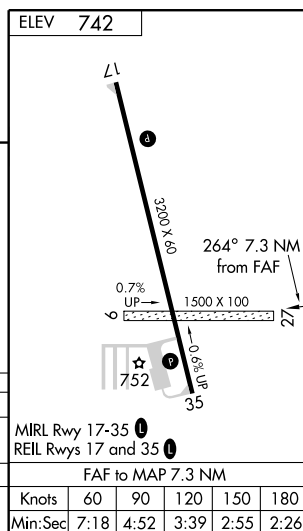
Rwy Idg	N/A
TDZE	N/A
Apt Elev	742

VOR or GPS-A
RICHLAND (93C)

MISSED APPROACH: Climb to 3000 then right turn direct LNR VOR/DME and hold.

CTAF
122.9 **L**

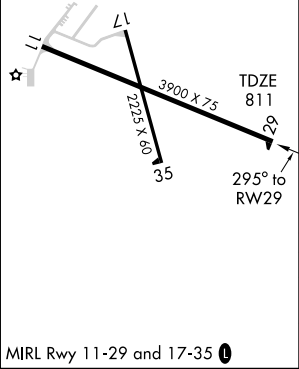
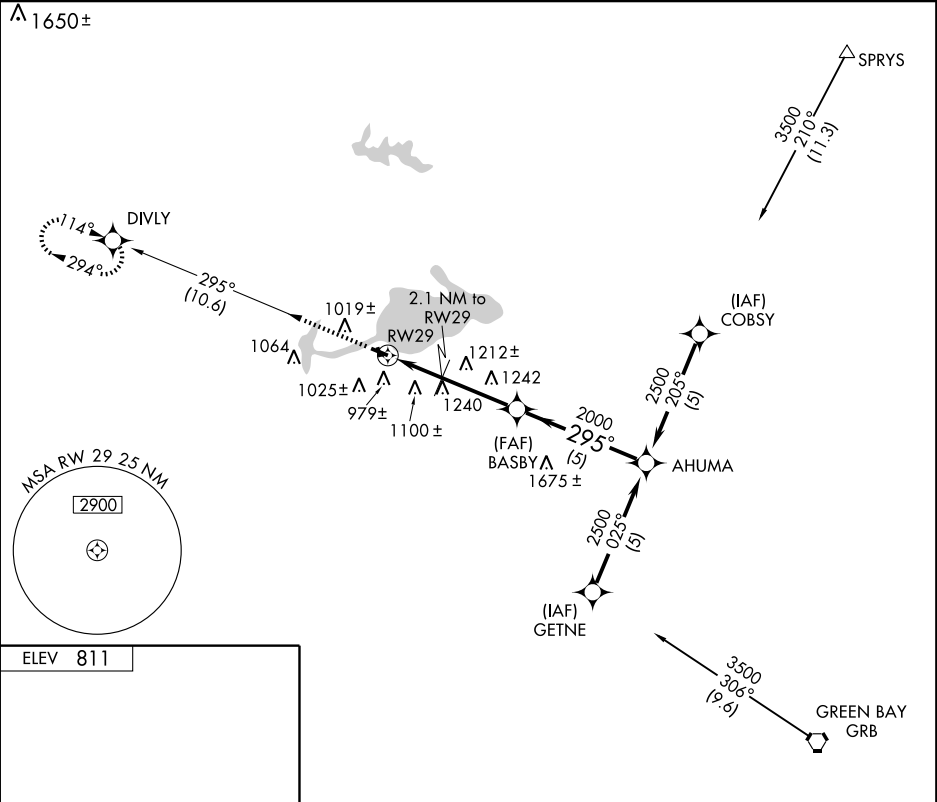
CATEGORY	A	B	C	D
CIRCLING	1620-1 878 (900-1)	1620-1¼ 878 (900-1¼)	NA	
MADISON ALTIMETER SETTING MINIMUMS				
CIRCLING	1800-1¼ 1058 (1100-1¼)	1800-1½ 1058 (1100-1½)	NA	

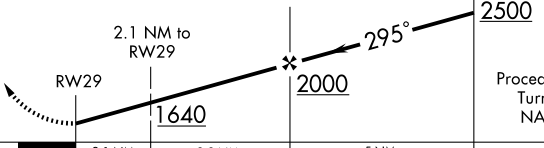


GPS RWY 29
SHAWANO MUNI (E2S)

APP CRS	Rwy Idg	3900
295°	TDZE	811
	Apt Elev	811

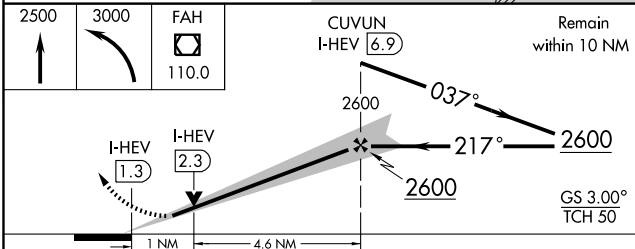
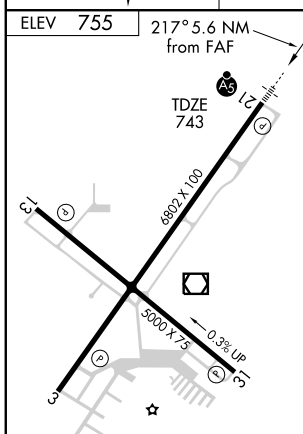
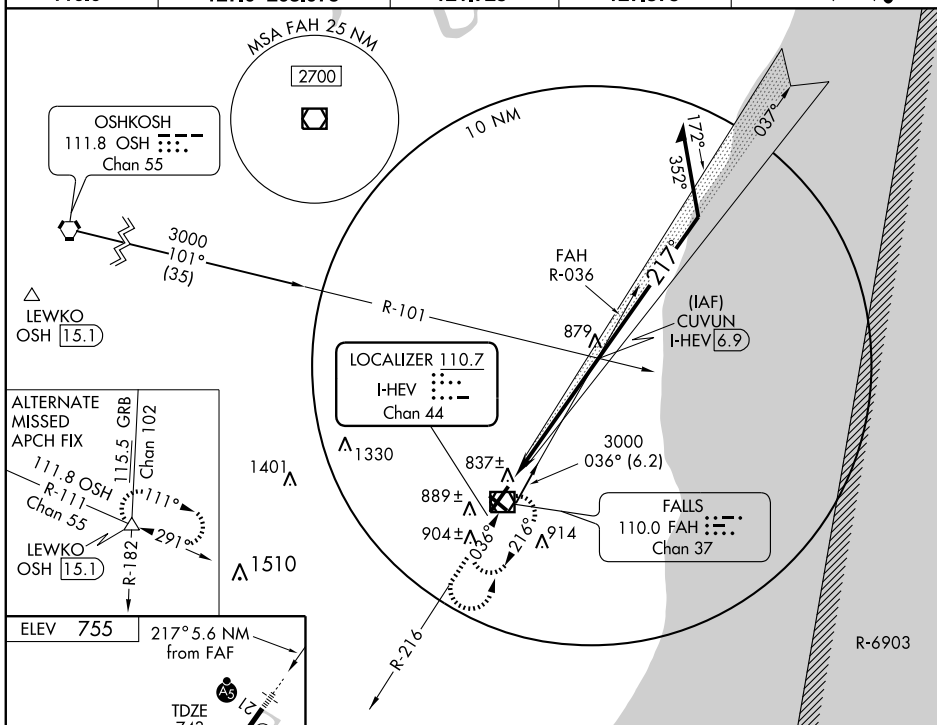
▼ ▲ NA Use Green Bay (Austin Straubel Intl) altimeter setting.		MISSED APPROACH: Climb to 2500 via 295° course to DIVLY WP and hold.	
AWOS-3 118.65	GREEN BAY APP CON ★ 119.4 338.2	GCO 121.725	UNICOM 122.8 (CTAF) 0



<div><div>2500</div><div>↑</div><div>CRS 295°</div></div> <div><div>DIVLY</div><div>✦</div></div>					
 <div>2.1 NM to RW29</div> <div>2.1 NM</div> <div>2.9 NM</div> <div>5 NM</div> <div>295°</div> <div>1640</div> <div>2000</div> <div>2500</div> <div>Procedure Turn NA</div>					
CATEGORY	A		B	C	D
S-29	1460-1 649 (700-1)		1460-1¾ 649 (700-1¾)	1460-2 649 (700-2)	
CIRCLING	1460-1 649 (700-1)		1480-1¾ 669 (700-1¾)	1580-2½ 769 (800-2½)	

ILS or LOC/DME RWY 21
SHEBOYGAN COUNTY MEMORIAL (SBM)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct FAH VOR/DME and hold.

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-ILS 21	992-1/2 249 (300-1/2)			
S-LOC 21	1120-1/2 377 (400-1/2)			1120-3/4 377 (400-3/4)
CIRCLING	1220-1 465 (500-1)	1220-1 1/2 465 (500-1 1/2)		1320-2 565 (600-2)

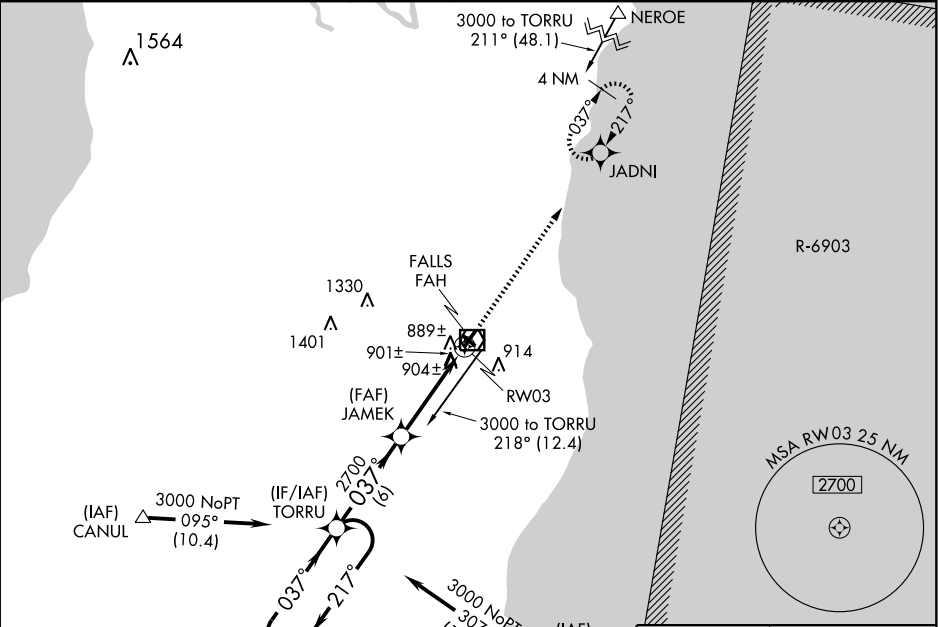
WAAS CH 61104 W03A	APP CRS 037°	Rwy Idg TDZE 6802 744 Apt Elev 755
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RNAV (GPS) RWY 3
SHEBOYGAN COUNTY MEMORIAL (SBM)

T When VGSI inop, Circling Rwy 13-31 NA at night. Baro-VNAV NA when using Manitowoc altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Manitowoc altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

A MISSED APPROACH: Climb to 3000 direct JADNI and hold.

ASOS 110.0	MILWAUKEE APP CON 127.0 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		TORRU		JADNI	
3000		217°		037°	
GS 3.00°		TCH 52		RW03	
6 NM		5.9 NM			
CATEGORY	A	B	C	D	
LPV DA	1041-1		297 (300-1)		
LNAV/VNAV DA	1214-1¾		470 (500-1¾)		
LNAV MDA	1160-1	416 (500-1)	1160-1¼	416 (500-1¼)	
CIRCLING	1220-1	465 (500-1)	1220-1½	1320-2	565 (600-2)

ELEV 755

REIL Rwy 3 0

MIRL Rwy 13-31 0

HIRL Rwy 3-21 0

The inset chart shows the intersection of RWY 3 and RWY 13-31. It includes the runway layout, the intersection point, and the surrounding terrain. The chart also shows the location of the VORTAC at JADNI and the VORTAC at WOKNO. The inset chart is a detailed view of the intersection, showing the runway widths, the intersection point, and the surrounding terrain. It also shows the location of the VORTAC at JADNI and the VORTAC at WOKNO.

APP CRS	Rwy Idg	5000
131°	TDZE	749
	Apt Elev	754

RNAV (GPS) RWY 13

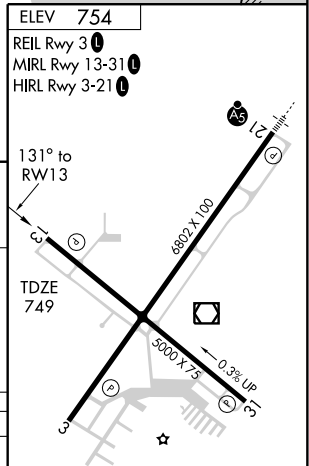
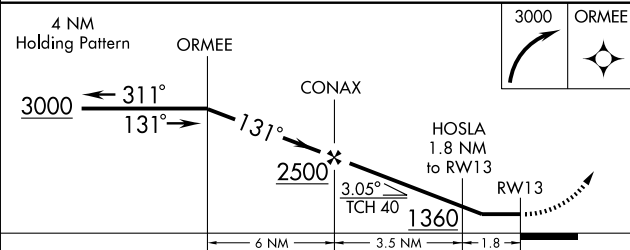
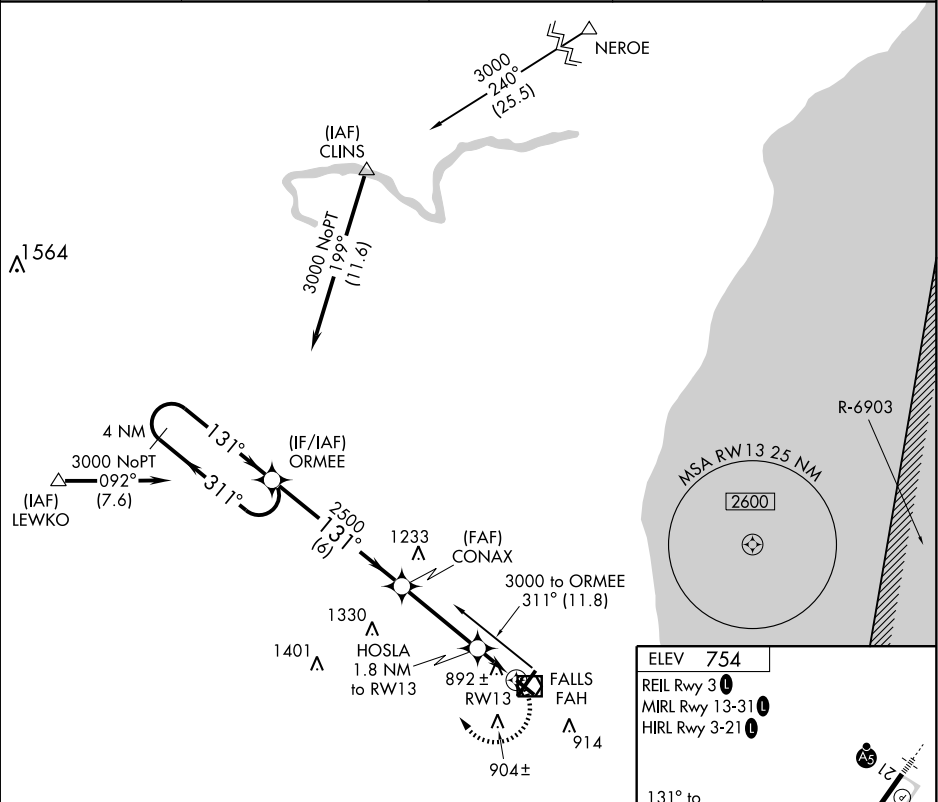
SHEBOYGAN COUNTY MEMORIAL (SBM)

▼ If local altimeter setting not received, use Manitowoc County altimeter setting and increase all MDAs 80 feet. When VGSI inop, straight-in/circling Rwy 13-31 procedure NA at night. DME/DME RNP-0.3 NA.

▲

MISSED APPROACH: Climbing right turn to 3000 direct ORMEE and hold.

ASOS 110.0	MILWAUKEE APP CON 127.0 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF) 1
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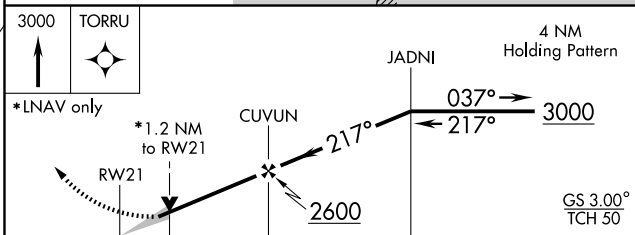
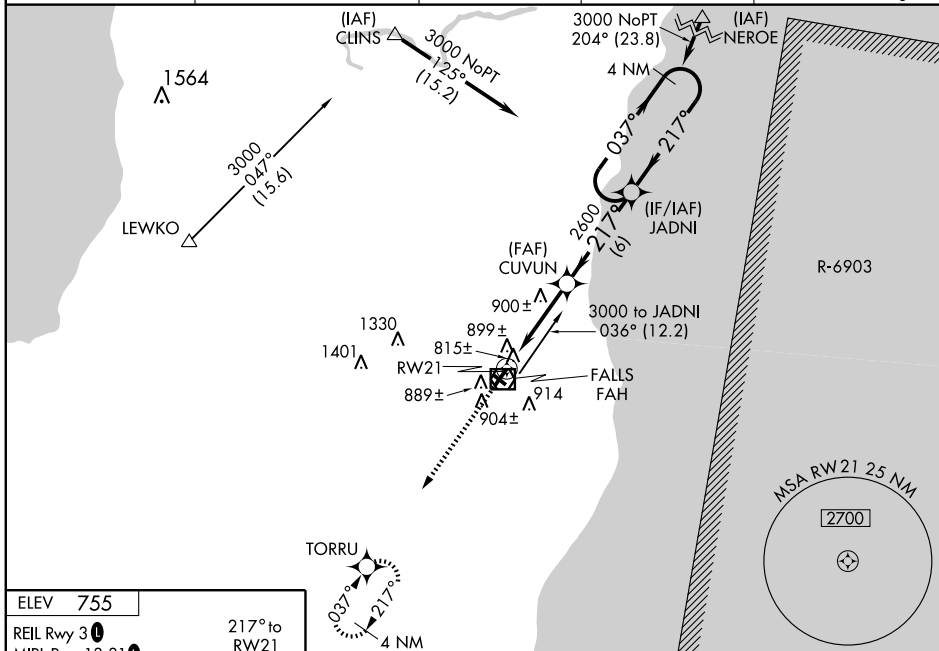


CATEGORY	A	B	C	D
LNAV MDA	1160-1	411 (500-1)	1160-1¼	411 (500-1¼)
CIRCLING	1200-1 446 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

RNAV (GPS) RWY 21
SHEBOYGAN COUNTY MEMORIAL (SBD)

MALSR

MISSED APPROACH:
Climb to 3000 direct
TORRU and hold.

UNICOM
122.7 (CTAF) **L**

	1.2 NM	4.4 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	1059-½ 316 (400-½)			
LNAV/VNAV DA	1209-¼ 466 (500-¼)			
LNAV MDA	1160-½ 417 (500-½)		1160-¾ 417 (500-¾)	1160-1 417 (500-1)
CIRCLING	1220-1 465 (500-1)		1220-½ 465 (500-½)	1320-2 565 (600-2)

APP CRS	Rwy Idg	5000
311°	TDZE	744
	Apt Elev	754

RNAV (GPS) RWY 31

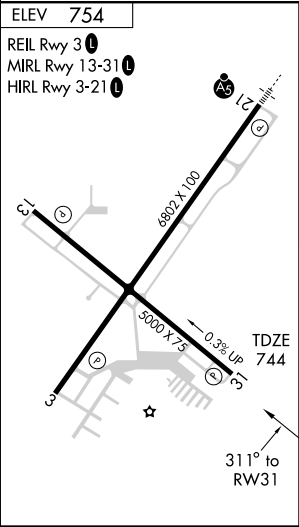
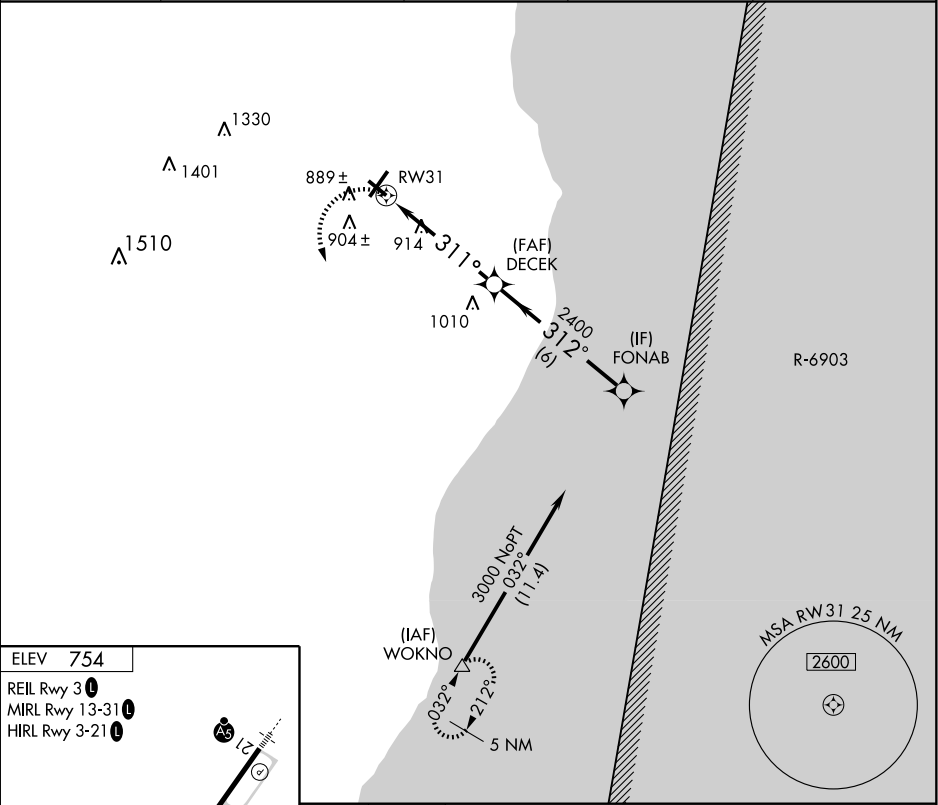
SHEBOYGAN COUNTY MEMORIAL (SBM)

▼ If local altimeter setting not received, use Manitowoc County altimeter setting and increase all MDAs 80 feet. When VGSi inop, Straight-in/Circling Rwy 13-31 procedure NA at night. DME/DME RNP-0.3 NA.

▲

MISSED APPROACH: Climbing left turn to 3000 direct WOKNO and hold.

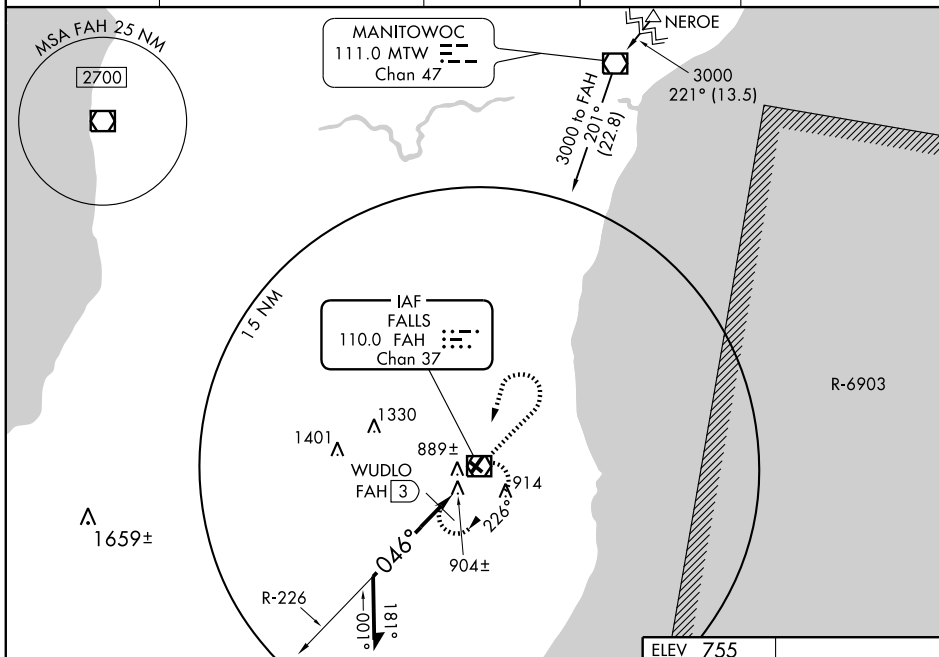
ASOS 110.0	MILWAUKEE APP CON 127.0 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF) 0
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	3000	WOKNO		
		△		
			DECEK	FONAB
			311°	312°
			2400	3000
			3.05° TCH 40	
			5 NM	6 NM
CATEGORY	A	B	C	D
LNAV MDA	1220-1	476 (500-1)	1220-1¼ 476 (500-1¼)	1220-1½ 476 (500-1½)
CIRCLING	1220-1	466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

VOR RWY 3
SHEBOYGAN COUNTY MEMORIAL (SBM)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAH VOR/DME and hold.

UNICOM
122.7 (CTAF) **L**

Remain
within 10 NM

FAH
VOR/DME

2000

300

FAH



ELEV 755

REIL Rwy 3 L

HIRL Rwy 3-2
MIRL Rwy 12

MIRL Rwy 13

2700

WUDLO
FAH 3 3.31°

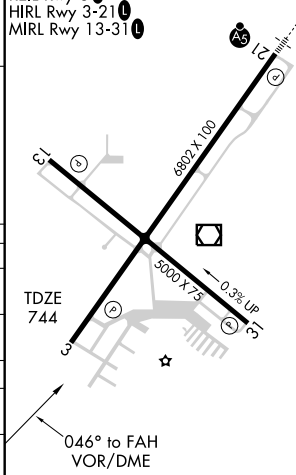
1

VGSI and descent
angles not coincident.

*1740 when using Manitowoc altimeter setting.

← 2.5 nm

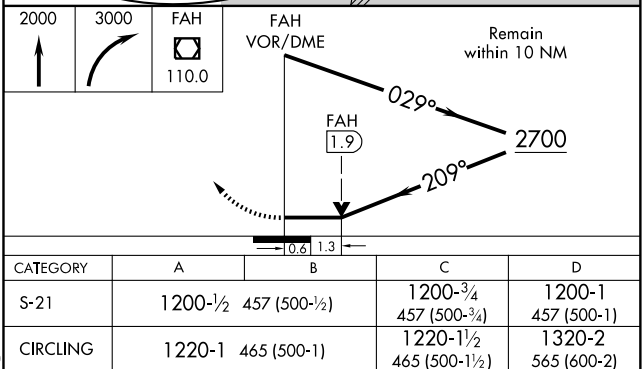
CATEGORY	A	B	C	D
S-3	1660-1¼	916 (1000-1¼)	1660-2¾ 916 (1000-2¾)	1660-3 916 (1000-3)
CIRCLING	1660-1¼	905 (1000-1¼)	1660-2¾ 905 (1000-2¾)	1660-3 905 (1000-3)
WUDLO FIX MINIMUMS				
S-3	1160-1	416 (500-1)	1160-1¼	416 (500-1¼)
CIRCLING	1220-1	465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)




VOR RWY 21
SHEBOYGAN COUNTY MEMORIAL (SBM)

MALSR
A5

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct FAH VOR/DME and hold.

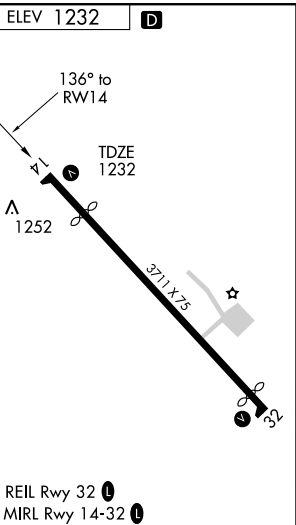
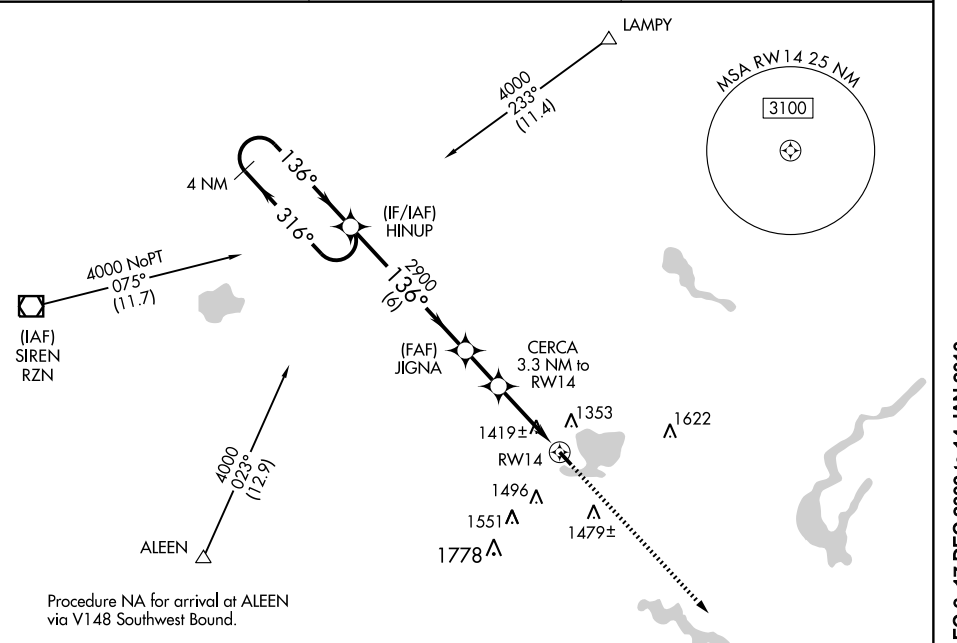



NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Rice Lake altimeter setting; when not received, use Siren altimeter setting and increase all MDAs 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct QESCA and hold.

MINNEAPOLIS CENTER 126.45 276.4	GCO 121.725	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern					4000	QESCA
HINUP					JIGNA	
4000 ← 316° / 136° →					2900	
VGS and descent angles not coincident.					CERCA 3.3 NM to RW14	
					2320	
					3.04° TCH 40	
					6 NM	1.7 NM
					3.3 NM	
CATEGORY	A		B		C	D
LNAV MDA	1740-1 508 (600-1)		1740-1½ 508 (600-1½)			
CIRCLING	1840-1 608 (700-1)		1840-1¾ 608 (700-1¾)		1860-2 628 (700-2)	

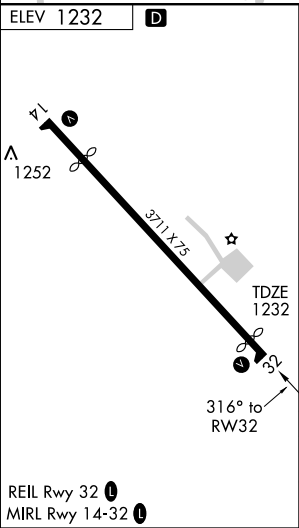
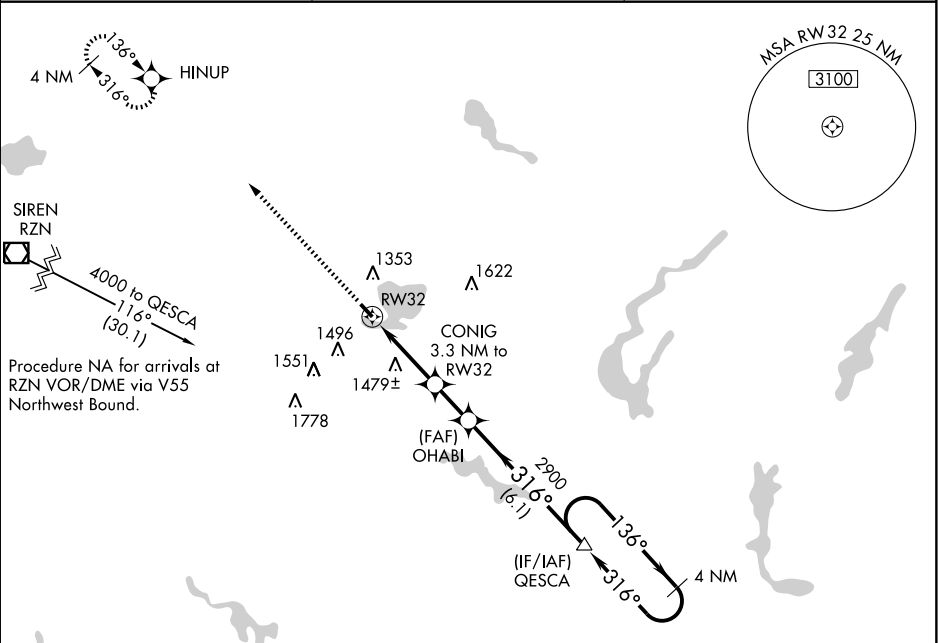
APP CRS	Rwy Idg	3500
316°	TDZE	1232
	Apt Elev	1232

RNAV (GPS) RWY 32

SHELL LAKE MUNI (SSQ)

 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rice Lake altimeter setting; when not received use Siren altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climb to 4000 direct HINUP and hold.
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MINNEAPOLIS CENTER 126.45 276.4	GCO 121.725	UNICOM 122.8 (CTAF) 0
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	4000 HINUP	CONIG 3.3 NM to RW32	OHABI	QESCA 4 NM Holding Pattern	
		≤ 3.05° TCH 40	2900	136° 4000 ← 316°	VGSI and descent angles not coincident.
		3.3 NM	1.8	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1800-1 568 (600-1)		1800-1½ 568 (600-1½)	1800-1¾ 568 (600-1¾)	
CIRCLING	1840-1 608 (700-1)		1840-1¾ 608 (700-1¾)	1860-2 628 (700-2)	

▼

▲ NA

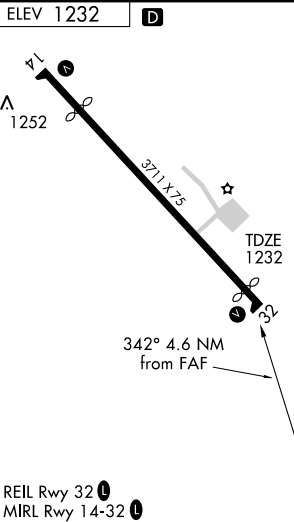
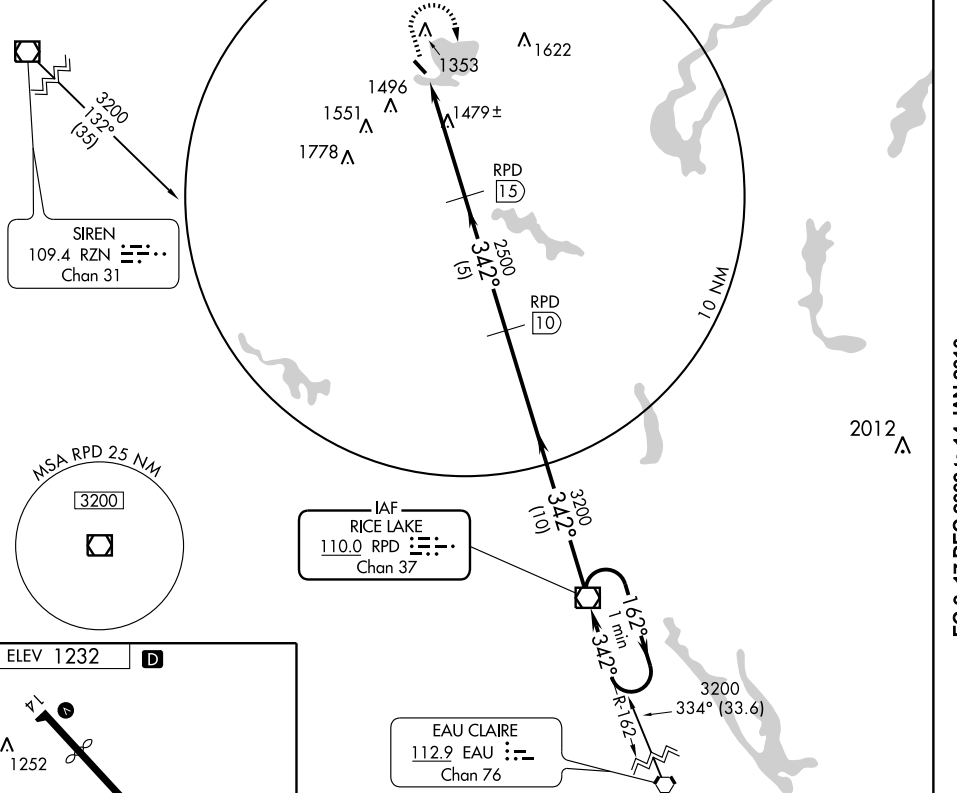
Use Rice Lake altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3200 direct RPD VOR/DME and hold.

MINNEAPOLIS CENTER
126.45 276.4

GCO
121.725

UNICOM
122.8 (CTAF) 0



	RPD 110.0		RPD 10	VOR/DME	One Minute Holding Pattern
	3200		342°	3200	162° → 3200 ← 342°
	2500		342°	3200	
	4.6 NM		5 NM	10 NM	
CATEGORY	A		B	C	D
S-32	1900-1 668 (700-1)			1900-1¾ 668 (700-1¾)	1900-2 668 (700-2)
CIRCLING	1900-1 668 (700-1)			1900-1¾ 668 (700-1¾)	1900-2 668 (700-2)

EC-3, 17 DEC 2009 to 14 JAN 2010

AL-6889 (FAA)

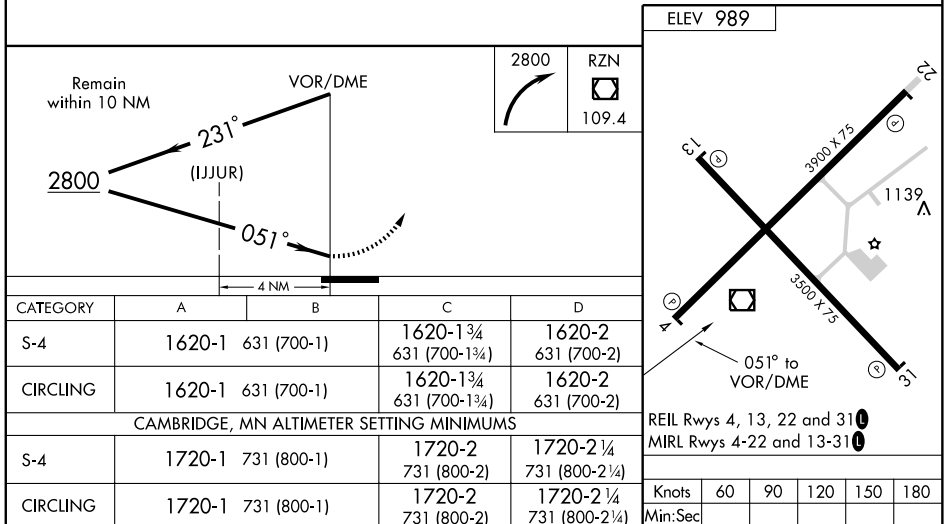
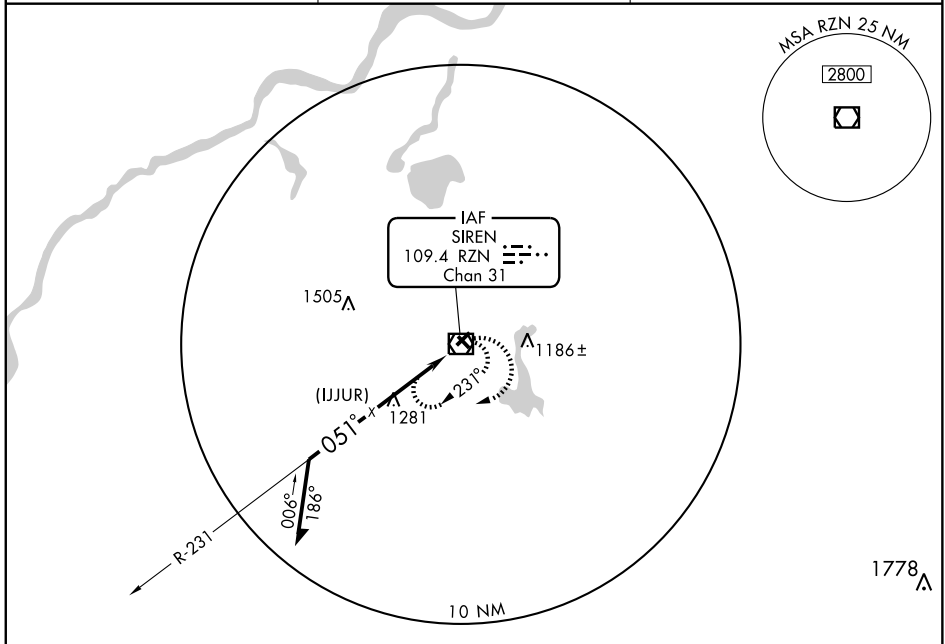
VOR/DME RZN 109.4 Chan 31	APP CRS 051°	Rwy Idg 3900 TDZE 989 Apt Elev 989
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VOR or GPS RWY 4
SIREN/BURNETT COUNTY(RZN)

A NA Obtain a local altimeter setting on CTAF; when not received, use Cambridge, MN altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 in RZN VOR/DME holding pattern.

AWOS-3 118.325	MINNEAPOLIS CENTER 121.05 397.9	UNICOM 122.8 (CTAF) L
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EC-3, 17 DEC 2009 to 14 JAN 2010

NDB OLG
388

APP CRS
181°

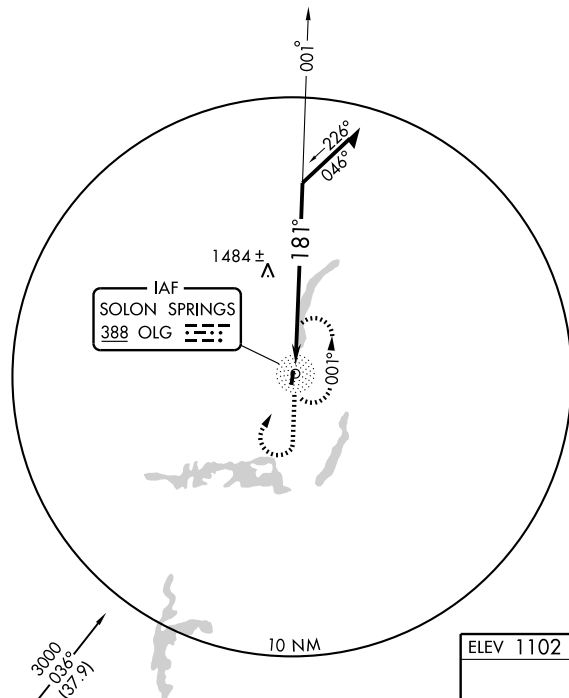
Rwy Idg	3100
TDZE	1102
Apt Elev	1102

NDB RWY 19
 SOLON SPRINGS MUNI (OLG)

A NA Use Duluth/Sky Harbor altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct OLG NDB and hold.


DULUTH APP CON ★
125.45 255.9

UNICOM
122.9 (CTAF) **L**

1746
△

MSA OLG 25 NM

2900

SIREN
109.4 RZN 
Chan 31

3000
036°-
1.91

ELEV 1102

TDZE
1102

61	< 101 to NDB
----	-----------------

3000



OLG



NDB

Remain
within 10 NM

001.

3000

181°

LIRL Rwy 1-19 L

CATEGORY

A	B
20-1¼	918 (1000-1¼)

C
20-2³/₄

D
NA

Knots	60	90	120	150	180
Min:Sec					

EC-3, 17 DEC 2009 to 14 JAN 2010

▲ NA

Use Duluth/Sky Harbor altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

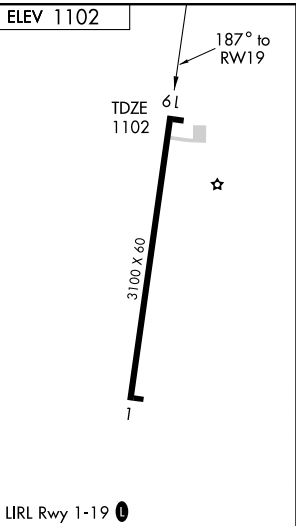
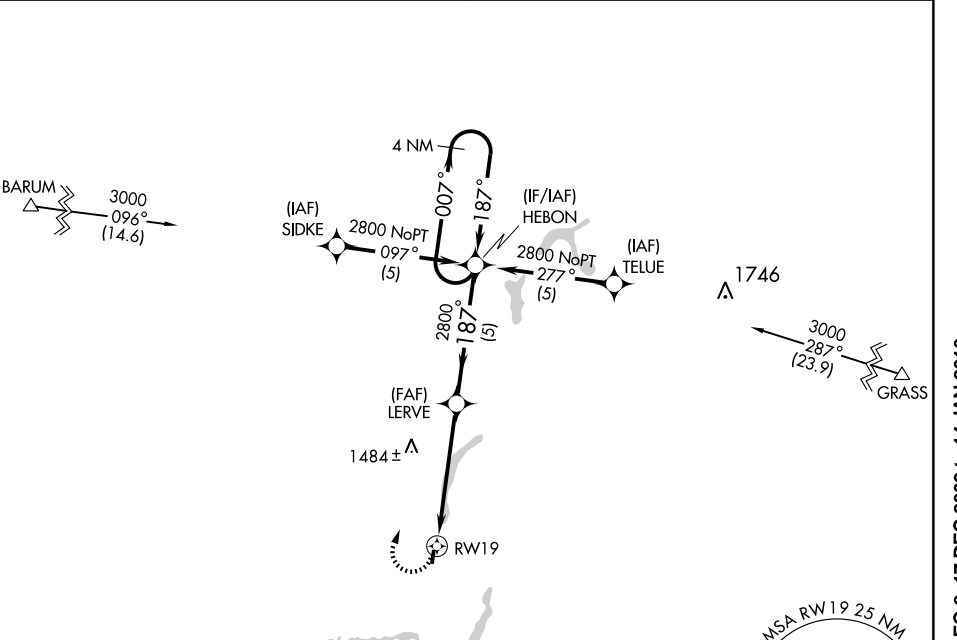
MISSED APPROACH: Climbing right turn to 2800
direct HEBON WP and hold.





DULUTH APP CON ★

125.45 255.9

UNICOM

122.9 (CTAF) 0



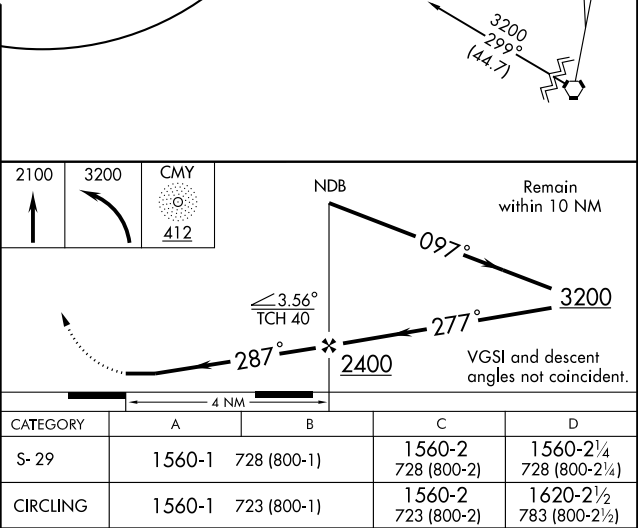
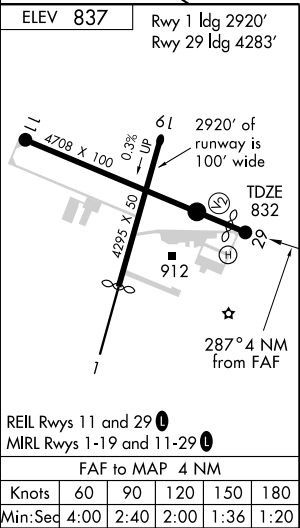
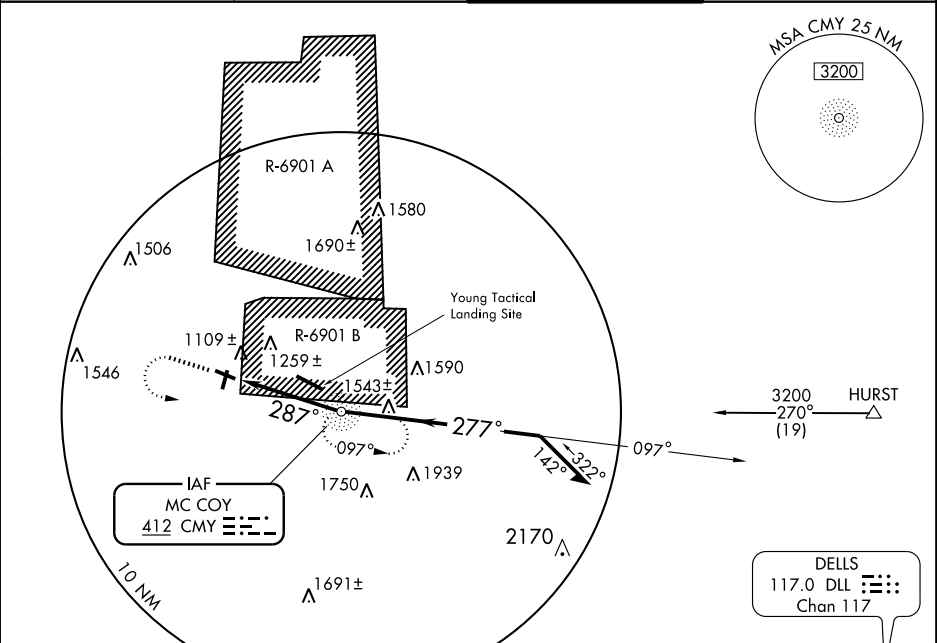
<div><div><div>2800</div><div></div></div><div><div>HEBON</div><div></div></div></div>		4 NM Holding Pattern			
<div><div><div><div><div>RW19</div><div></div></div><div><div>5.1 NM</div><div>187°</div><div><div>3.05°</div><div>TCH 40</div></div></div><div><div>2800</div><div>LERVE</div><div></div></div><div><div>5 NM</div><div>HEBON</div></div></div><div><div>007°</div><div>187°</div><div>2800</div></div></div></div>					
CATEGORY	A		B	C	D
LNAV MDA	1800-1 698 (700-1)		1800-2 698 (700-2)		NA
CIRCLING	1800-1 698 (700-1)		1800-2 698 (700-2)		NA

NDB CMY	APP CRS	Rwy Idg	4283
412	287°	TDZE	832
		Apt Elev	837

NDB RWY 29

SPARTA/ FORT MC COY (CMY)

Procedure not authorized when R-6901B active.		MISSED APPROACH: Climb to 2100 then climbing left turn to 3200 direct CMY NDB and hold.	
AWOS-3 118.375	VOLK APP CON ★ 135.25 290.8	SPARTA TOWER ★ 124.6 (CTAF) 229.4	GCO 121.725



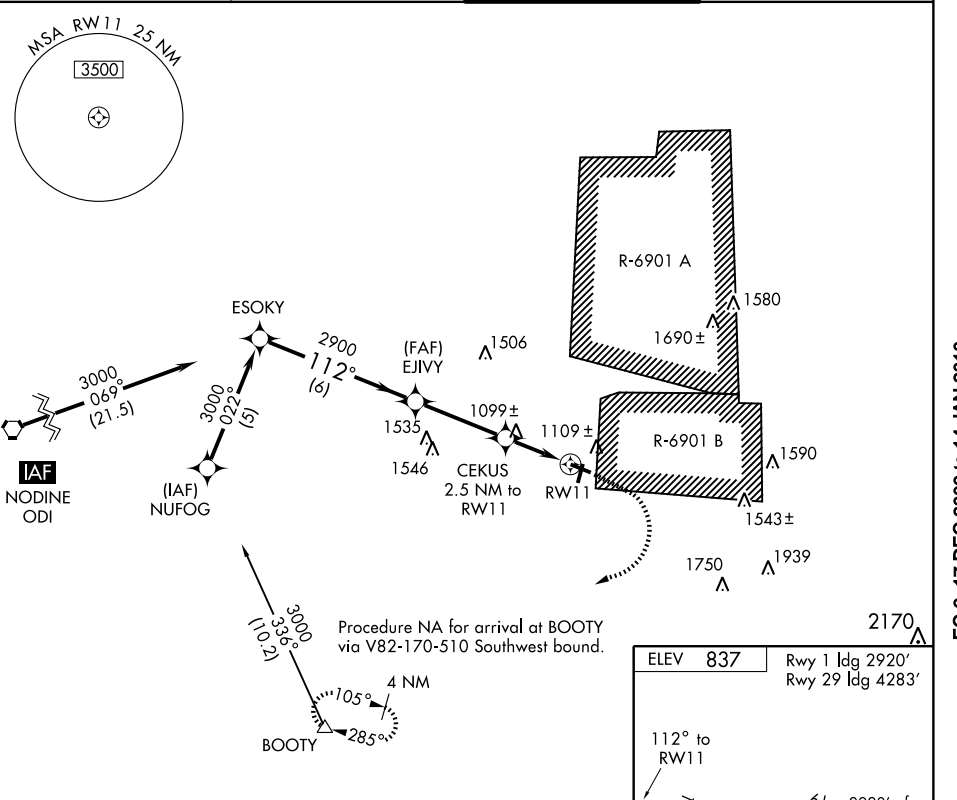
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

Procedure not authorized when R-6901B active.

IAF ARM approach mode prior to IAF.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct BOOTY WP and hold.

AWOS-3 118.375	VOLK APP CON ★ 135.25 290.8	SPARTA TOWER ★ 124.6 (CTAF) 229.4	GCO 121.725
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ESOKY	3000	112°	EJIVY	2900	1760	3.38° TCH 40	CEKUS 2.5 NM to RW11	1.4 NM to RW11	RW11
Procedure Turn NA	6 NM		3.5 NM		1.1 NM		1.4		
CATEGORY	A	B	C	D					
LNAV MDA	1360-1	530 (600-1)	1360-1½ 530 (600-1½)	1360-1¾ 530 (600-1¾)					
CIRCLING	1520-1 683 (700-1)	1540-1 703 (800-1)	1560-2 723 (800-2)	1620-2½ 783 (800-2½)					

ELEV 837

Rwy 1 ldg 2920'

Rwy 29 ldg 4283'

112° to RW11

TDZE 830

4708 X 100

0.3% UP

2920' of runway is 100' wide

912

4285 X 50

1

29

☆

REIL Rwy 11 and 29

MIRL Rwy 1-19 and 11-29

EC-3, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4283
292°	TDZE	832
	Apt Elev	837

RNAV (GPS) RWY 29

SPARTA/ FORT MC COY (CMY)

T GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
A NA Procedure not authorized when R-6901B active.

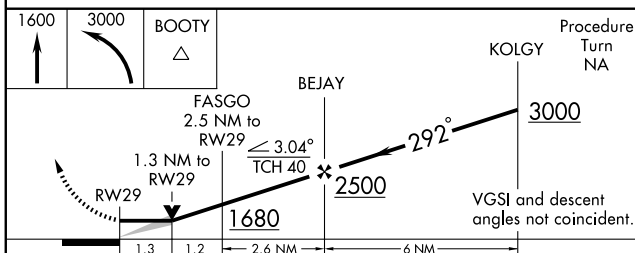
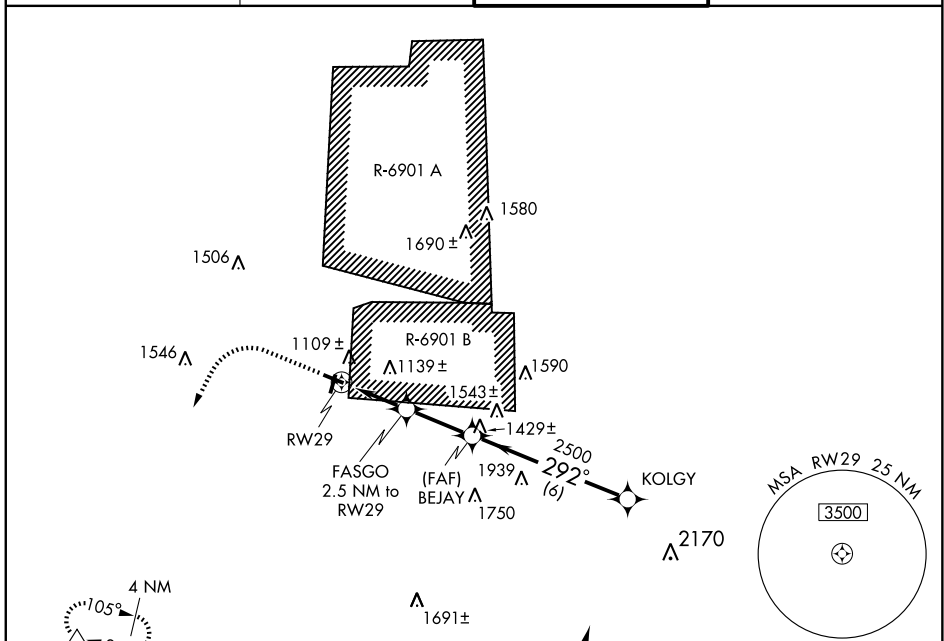
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct BOOTY WP and hold.

AWOS-3
118.375

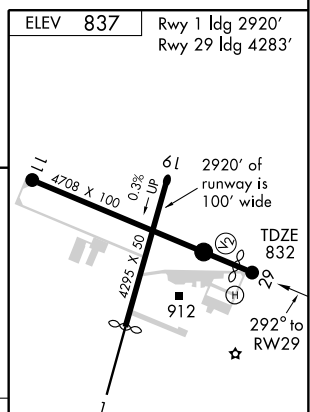
VOLK APP CON ★
135.25 290.8

SPARTA TOWER ★
124.6 (CTAF) 229.4

GCO
121.725



CATEGORY	A	B	C	D
LNAV MDA	1300-1	468 (500-1)	1300-1¼ 468 (500-1¼)	1300-1½ 468 (500-1½)
CIRCLING	1520-1 683 (700-1)	1540-1 703 (800-1)	1560-2 723 (800-2)	1620-2½ 783 (800-2½)



REIL Rwys 11 and 29 **L**
MIRL Rwys 1-19 and 11-29 **L**

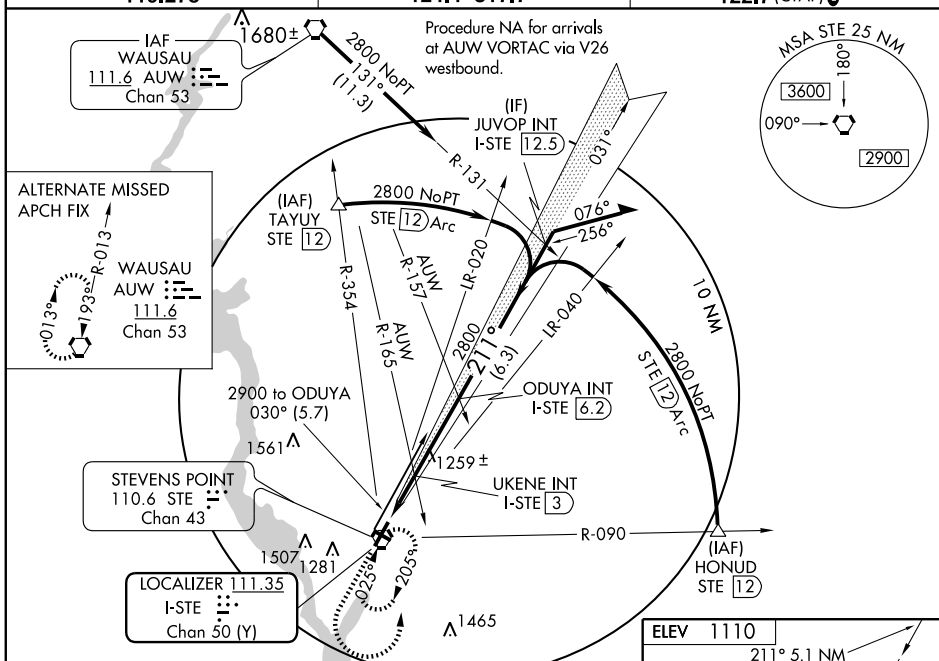
ILS or LOC RWY 21
STEVENS POINT MUNI (STE)

Inoperative table does not apply to S-LOC 21 Cat C.
When local altimeter setting not received, use Mosinee altimeter setting and increase all DA and all UKENE FIX minimums MDA 60 feet, increase S-ILS 21 all Cats visibility $\frac{1}{4}$ mile. UKENE FIX minimums: increase S-LOC 21 Cat D and Circling Cats C and D visibility $\frac{1}{4}$ mile. VDP NA when using Mosinee altimeter setting.

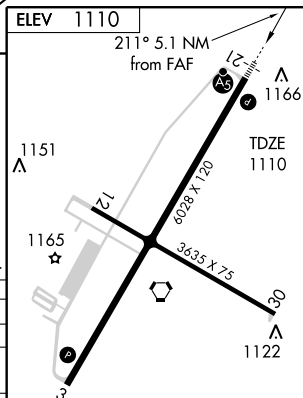


MISSED APPROACH: Climb to 2800 then left turn direct STE VORTAC and hold.

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.7 (CTAF) **L**

	← 1.2 NM →	0.7 NM	← 3.2 NM →	
CATEGORY	A	B	C	D
S-ILS 21	1310-3 $\frac{3}{4}$ 200 (200-3 $\frac{3}{4}$)			
S-LOC 21	1760-3 $\frac{3}{4}$ 650 (700-3 $\frac{3}{4}$)		1760-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)	1760-2 650 (700-2)
CIRCLING	1760-1 650 (700-1)		1760-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)	1800-2 $\frac{1}{4}$ 690 (700-2 $\frac{1}{4}$)
UKENE FIX MINIMUMS				
S-LOC 21	1520-3 $\frac{3}{4}$ 410 (500-3 $\frac{3}{4}$)		1520-1 $\frac{1}{4}$	410 (500-1 $\frac{1}{4}$)
CIRCLING	1580-1 470 (500-1)		1660-1 $\frac{1}{2}$ 550 (600-1 $\frac{1}{2}$)	1800-2 $\frac{1}{4}$ 690 (700-2 $\frac{1}{4}$)



REIL Rwy 3L
HIRL Rwys 3-21 and 12-30L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS CH 77910 W03A	APP CRS 031°	Rwy Idg TDZE Apt Elev 1110	6028 1108 1110
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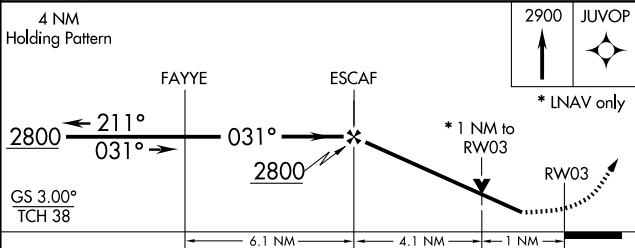
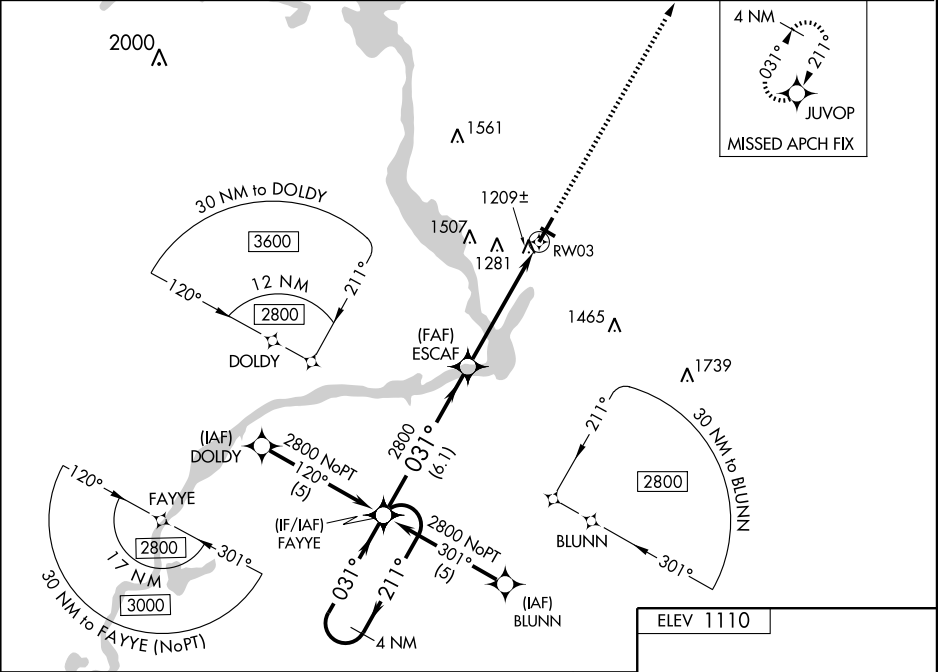
RNAV (GPS) RWY 3

STEVENS POINT MUNI (STE)

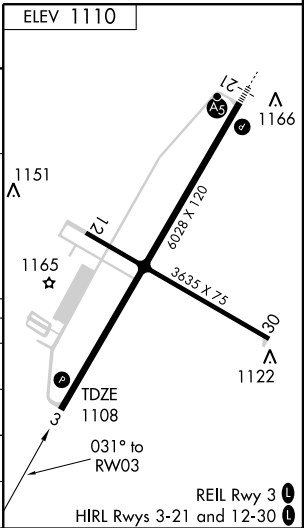
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mosinee altimeter setting and increase LPV DA to 1468 feet, LNAV/VNAV DA to 1643, increase all MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats. ¼ mile, increase LNAV Cat. C visibility ¼ mile and Circling Cat. C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Mosinee altimeter setting.

MISSED APPROACH:
Climb to 2900 direct JUVOP and hold.

AWOS-3 119.275	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1409-1 301 (300-1)			
LNAV/VNAV DA	1584-1¾ 476 (500-1¾)			
LNAV MDA	1460-1 352 (400-1)			1460-1¼ 352 (400-1¼)
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

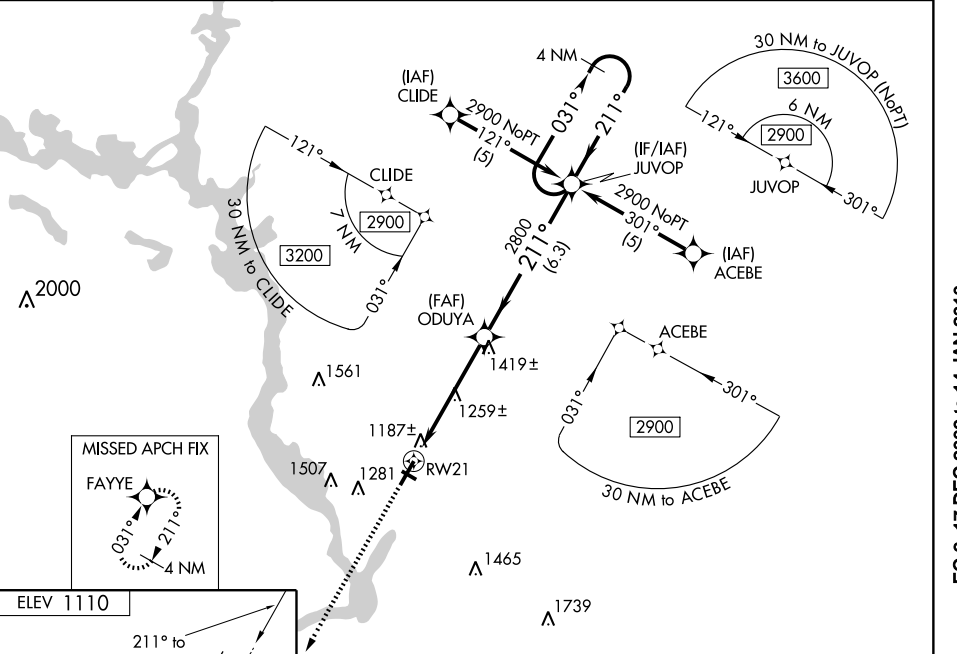


For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mosinee altimeter setting and increase LPV DA to 1369, LNAV/VNAV DA to 1516, all MDA 60 feet, and increase LPV and LNAV/VNAV visibility all Cats. ¼ mile, increase LNAV Cat. D visibility ¼ mile and Circling Cat. C and D visibility ½ mile. VDP and Baro-VNAV NA when using Mosinee altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. and LNAV Cat. C.

MALSRL

MISSED APPROACH:
Climb to 2800 direct FAYYE and hold.

AWOS-3 119.275	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF)
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<div>ELEV 1110</div> <div>211° to RW21</div> <div></div> <div>1166</div> <div>TDZE 1110</div>		<div>2800</div> <div>FAYYE</div> <div></div>		<div>JUVOP</div> <div>4 NM Holding Pattern</div>	
<div>*LNAV only</div> <div></div> <div>1.2 NM to RW21</div>		<div>ODUYA</div> <div>2800</div>		<div>031°</div> <div>211°</div> <div>2900</div>	
<div>VGSI and RNAV glidepath not coincident.</div> <div></div> <div>1.2 NM</div> <div>3.9 NM</div> <div>6.3 NM</div>		<div>GS 3.00°</div> <div>TCH 44</div>			
CATEGORY	A	B	C	D	
LPV DA	1310-¾		200 (200-¾)		
LNAV/VNAV DA	1457-1¼		347 (400-1¼)		
LNAV MDA	1520-¾ 410 (500-¾)		1520-1¼ 410 (500-1¼)		
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½)		1800-2¼ 690 (700-2¼)

REIL Rwy 3

HIRL Rwy 3-21 and 12-30

VORTAC STE 110.6 Chan 43	APP CRS 038°	Rwy Idg 6028 TDZE 1108 Apt Elev 1110
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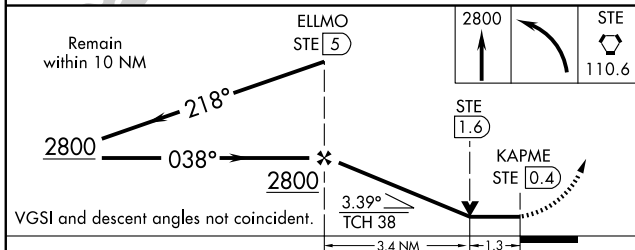
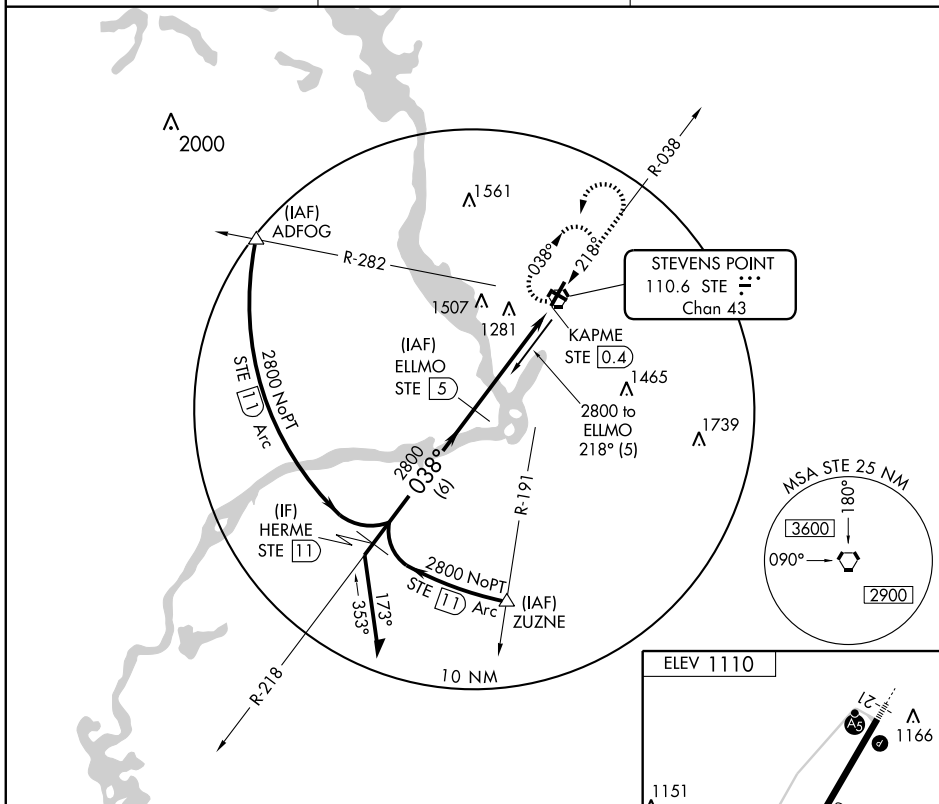
VOR/DME RWY 3
STEVENS POINT MUNI (STE)

T Visibility reduction by helicopters NA. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet and increase Circling Cat. C and D visibility $\frac{1}{4}$ mile. VDP NA when using Mosinee altimeter setting.

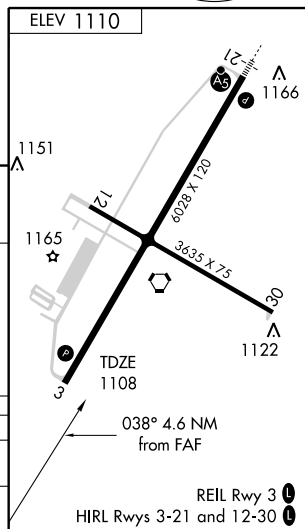
MISSED APPROACH: Climb to 2800, then left turn direct STE VORTAC and hold.

AWOS-3
119.275

MINNEAPOLIS CENTER
124.4 317.7

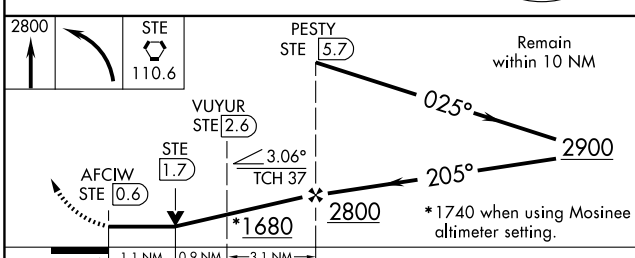
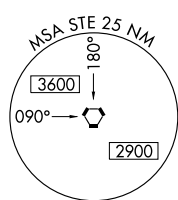
UN|COM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-3	1540-1	432 (500-1)	1540-1¼ 432 (500-1¼)	1540-1½ 432 (500-1½)
CIRCLING	1580-1	470 (500-1)	1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)



VOR/DME RWY 21
STEVENS POINT MUNI (STE)

MISSED APPROACH:
Climb to 2800 then
left turn direct STE
VORTAC and hold.

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-21	1500- $\frac{3}{4}$ 390 (400- $\frac{3}{4}$)			1500-1 $\frac{1}{4}$ 390 (400-1 $\frac{1}{4}$)
CIRCLING	1580-1 470 (500-1)		1660-1 $\frac{1}{2}$ 550 (600-1 $\frac{1}{2}$)	1800-2 $\frac{1}{4}$ 690 (700-2 $\frac{1}{4}$)

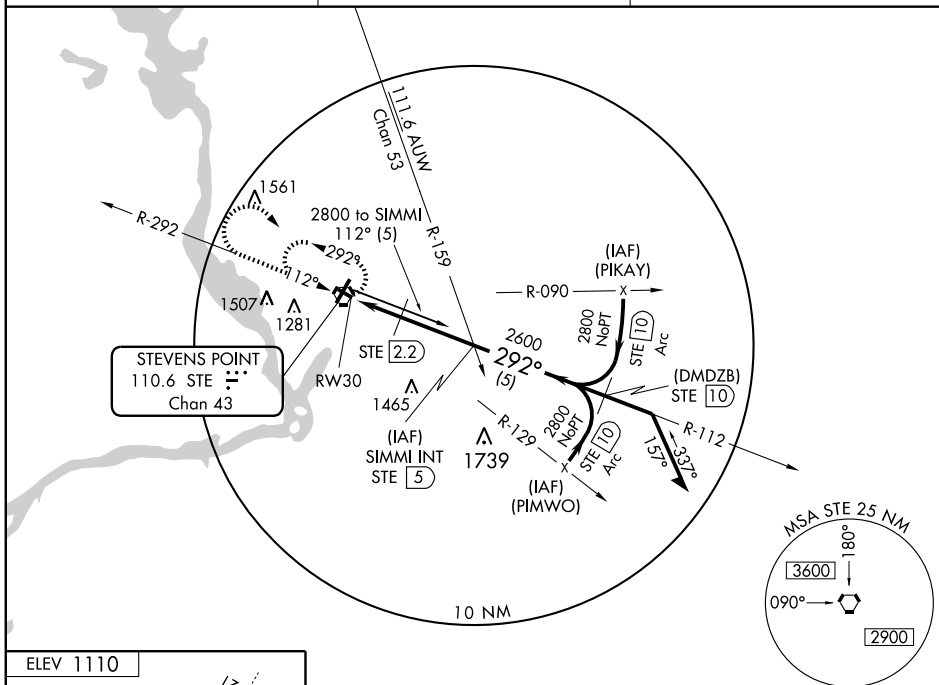
VOR or GPS RWY 30
STEVENS POINT MUNI (STE)

A

MISSED APPROACH: Climb to 2800, then right turn direct STE VORTAC and hold.

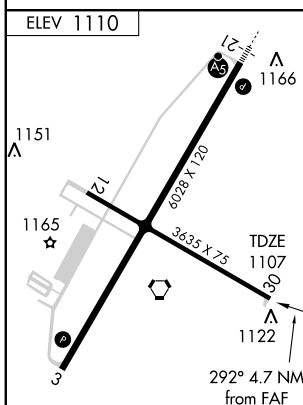
AWOS-3
119,275

MINNEAPOLIS CENTER
124.4 317.7

UN|COM
122.7 (CTAF) **L**

EC-3, 17 DEC 2009 to 14 JAN 2010

ELEV 1110

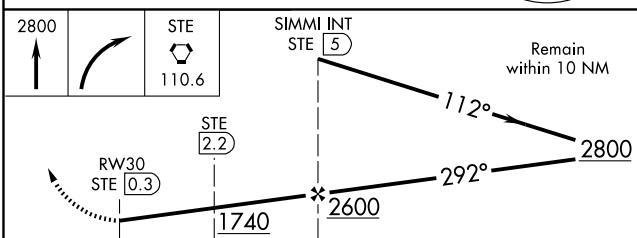


REIL Rwy 3 L

HIRL Rwys 3-21 and 12-30 **L**

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-30	1740-1	633 (700-1)	1740-1¾ 633 (700-1¾)	1740-2 633 (700-2)
CIRCLING	1740-1	630 (700-1)	1740-1¾ 630 (700-1¾)	1800-2¼ 690 (700-2¼)
DME MINIMUMS				
S-30	1480-1 373 (400-1)			1480-1¼ 373 (400-1¼)
CIRCLING	1580-1	470 (500-1)	1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

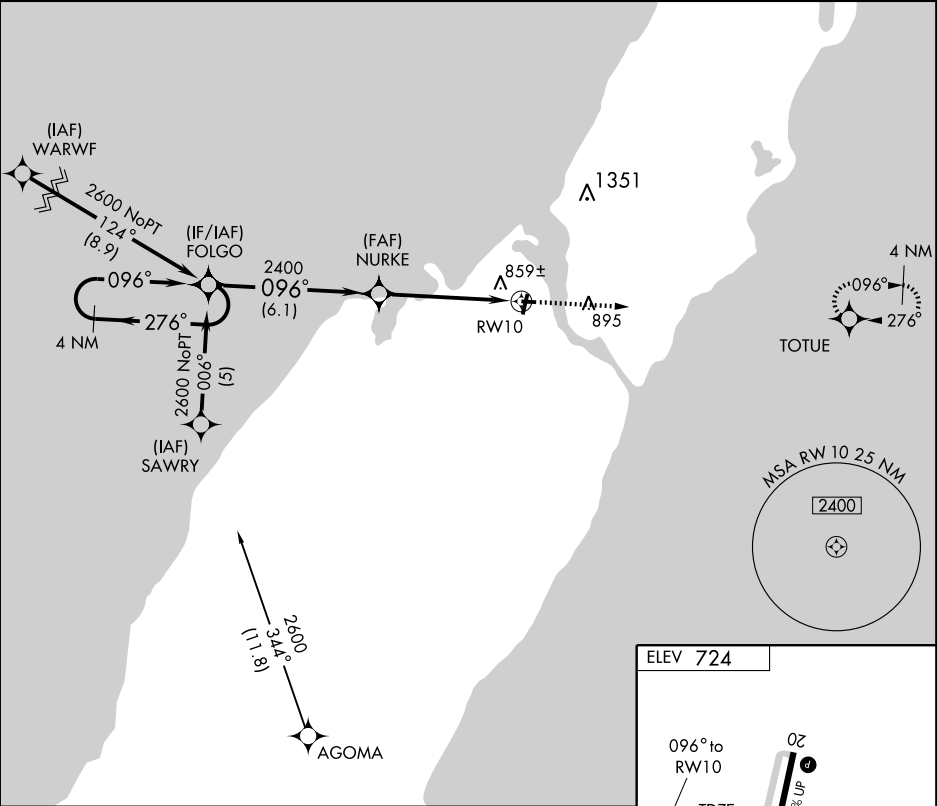
APP CRS	Rwy Idg	3199
096°	TDZE	720
	Apt Elev	724

RNAV (GPS) RWY 10

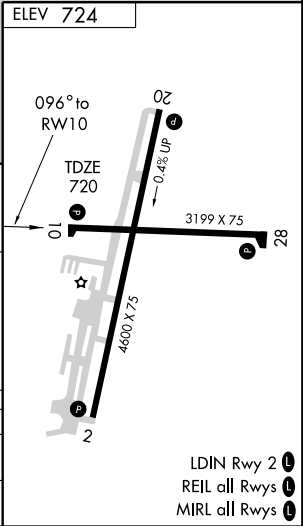
STURGEON BAY/DOOR COUNTY CHERRYLAND (SUE)

<div><div></div><div>DME/DME RNP -0.3 NA.</div></div>	MISSED APPROACH: Climb to 2600 direct TOTUE and hold.
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AWOS-3 128.325	GREEN BAY APP CON ★ 119.25 338.2	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern				
<div><div>2600</div><div>276°</div><div>096°</div><div>FOLGO</div><div>NURKE</div><div>2400</div><div>096°</div><div>1.2 NM to RWY 10</div><div>RWY 10</div><div>3.04° TCH 34</div><div>6.1 NM</div><div>4 NM</div><div>1.2</div></div>				
CATEGORY	A	B	C	D
LNAV MDA	1120-1 400 (400-1)			
CIRCLING	1160-1 436 (500-1)	1180-1 456 (500-1)	1180-1½ 456 (500-1½)	NA



WAAS	APP CRS	Rwy Idg	4600
CH 86304	196°	TDZE	724
W20A		Apt Elev	725

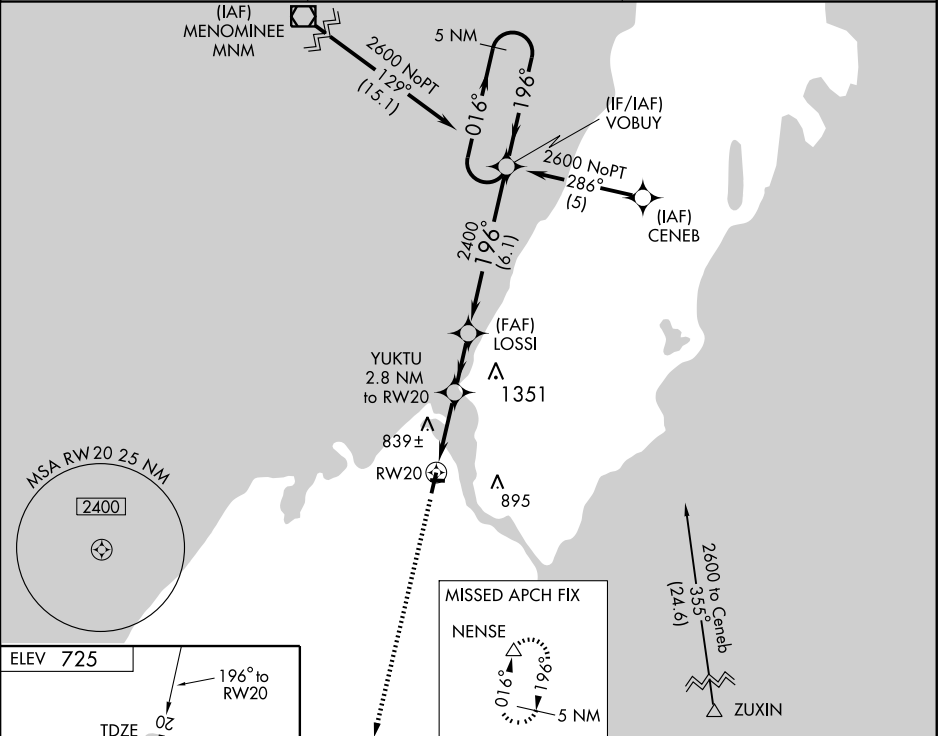
RNAV (GPS) RWY 20

STURGEON/DOOR COUNTY CHERRYLAND (SUE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
▲ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Menominee-Marinette Twin County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Menominee-Marinette Twin County altimeter setting.

MISSED APPROACH:
Climb to 3500 direct NENSE and hold.

AWOS-3 128.325	GREEN BAY APP CON ★ 119.25 338.2	UNICOM 122.7 (CTAF) 0
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ELEV 725		3500		NENSE		5 NM Holding Pattern	
TDZE 724		*LNAV only		YUKTU 2.8 NM to RW20		LOSSI	
196° to RW20		*1.2 NM to RW20		RW20		VOBUY	
3199 X 75		1.2 1.6 NM		2.3 NM		6.1 NM	
4600 X 75		1640*		2400		GS 3.00° TCH 46	
LDIN Rwy 2 1		CATEGORY		A		B	
REIL all Rwy 2 0		LPV DA		974-1		250 (300-1)	
MRL all Rwy 2 0		LNAV/VNAV DA		1069-1¼		345 (400-1¼)	
		LNAV MDA		1120-1		396 (400-1)	
		CIRCLING		1160-1		1180-1	
				435 (500-1)		455 (500-1)	
						1180-1½	
						455 (500-1½)	
						1280-2	
						555 (600-2)	

APP CRS	Rwy Idg	3199
276°	TDZE	720
	Apt Elev	724

RNAV (GPS) RWY 28

STURGEON BAY/DOOR COUNTY CHERRYLAND (SUE)

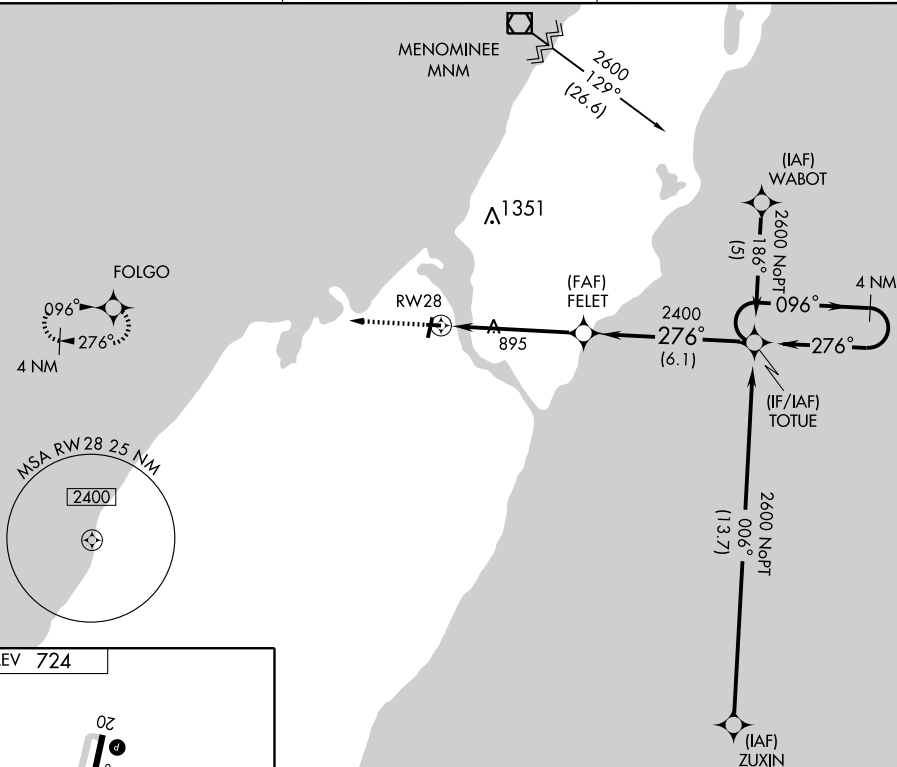


DME/DME RNP -0.3 NA.

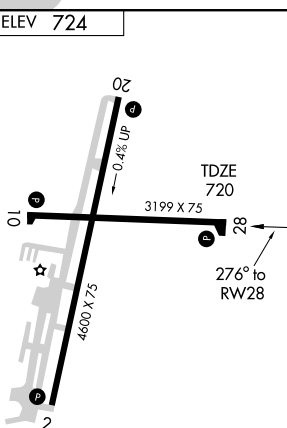
MISSED APPROACH: Climb to 2600 direct FOLGO and hold.

AWOS-3
128.325

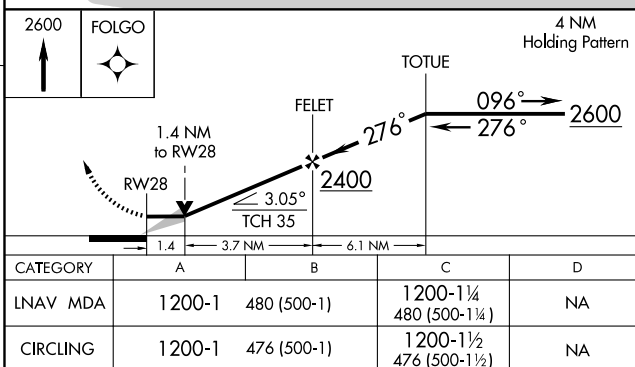
GREEN BAY APP CON ★
119.25 338.2

UNICOM
122.7 (CTAF) **L**

EC-3, 17 DEC 2009 to 14 JAN 2010



LDIN Rwy 2 **L**
REIL all Rwys **L**
MIRL all Rwys **L**



SDF III <u>111.9</u>	APP CRS 016°	Rwy Idg TDZE Apt Elev	4600 725 725
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SDF RWY 2

STURGEON BAY/DOOR COUNTY CHERRYLAND (SUE)

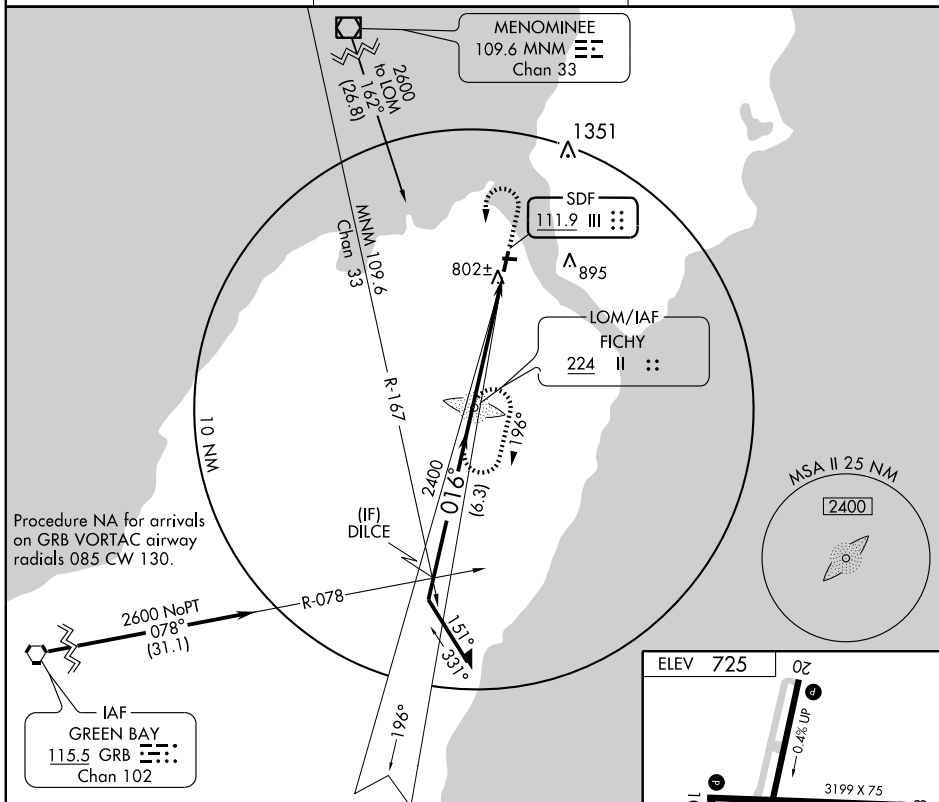


ADF REQUIRED. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Menominee
altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct FICHY LOM and hold.

AWOS-3
128.325

GREEN BAY APP CON ★
119.25 338.2

UNICOM
122.7 (CTAF) **L**

EC-3, 17 DEC 2009 to 14 JAN 2010

Remain within 10 NM

FICHY LOM

2000

2400

FICHY

2400 ————— 016° ————— 2400

3 12°

— 5 NM

1

[illegible]

—

LD

IN Rwanda,

y 2 **L**

CATEGORY	A	B
S-2	1240-1	515 (600-1)

	C	D
	1240-1 $\frac{1}{2}$	1240-1 $\frac{3}{4}$

REIL all Rwys **L**
MIRL all Rwys **L**

CIRCLING	1240-1 515 (600-1)
----------	--------------------

	515 (600-1½)	515 (600-1¾)
	1240-1½	1280-2
	515 (600-1½)	555 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

GPS RWY 3

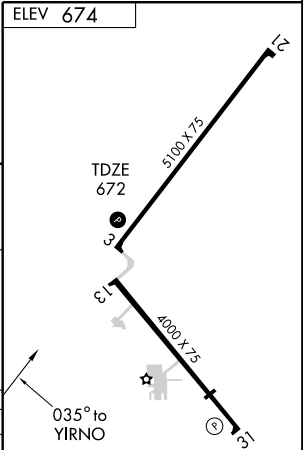
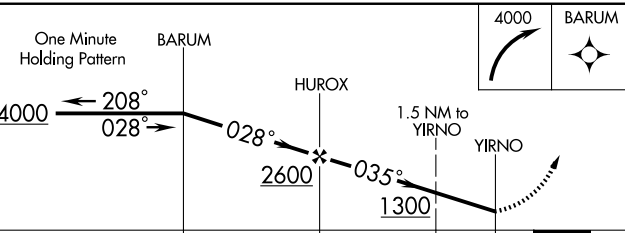
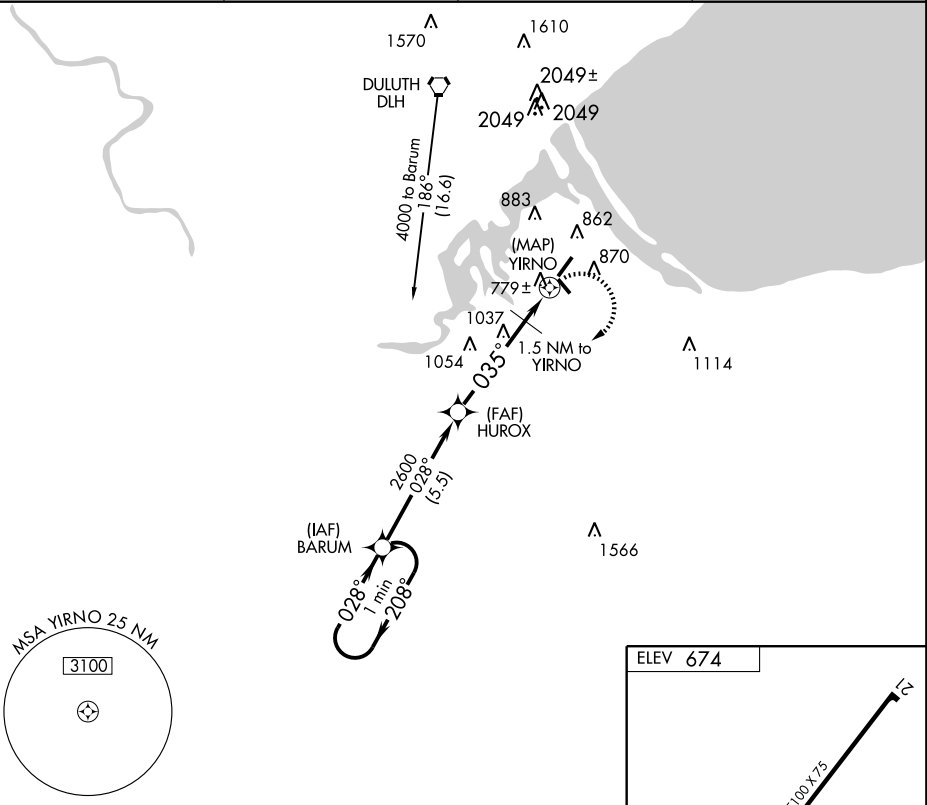
SUPERIOR/RICHARD I. BONG (SUW)

APP CRS	Rwy Idg	5100
035°	TDZE	672
	Apt Elev	674

NA

MISSED APPROACH: Climbing right turn to 4000 direct BARUM WP and hold.

AWOS-3 118.875	DULUTH APP CON ★ 125.45 255.9	CLNC DEL 124.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-3	1080-1 408 (500-1)		1080-1¼ 408 (500-1¼)	
CIRCLING	1220-1 546 (600-1)		1220-1½ 546 (600-1½)	1240-2 566 (600-2)

REIL Rwy 3, 21, 13, and 31 0
MIRL Rwy 3-21 and 13-31 0

GPS RWY 13

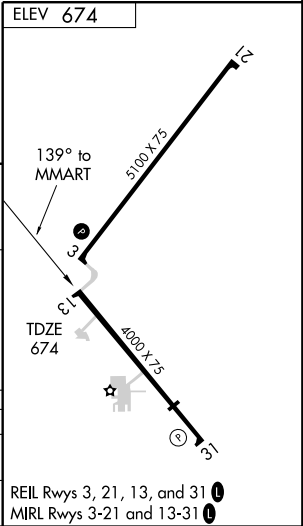
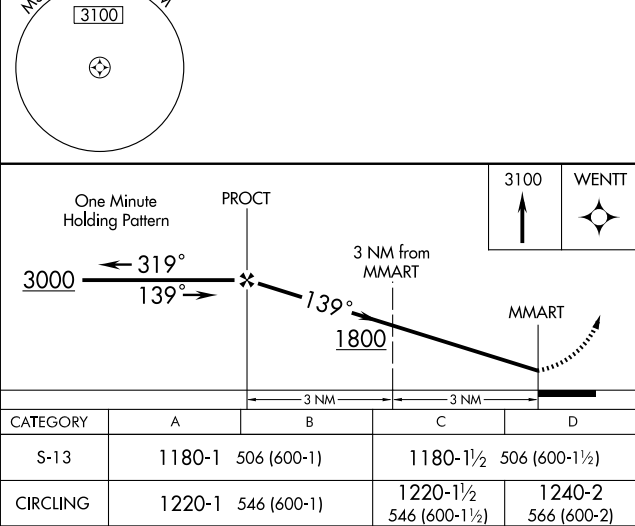
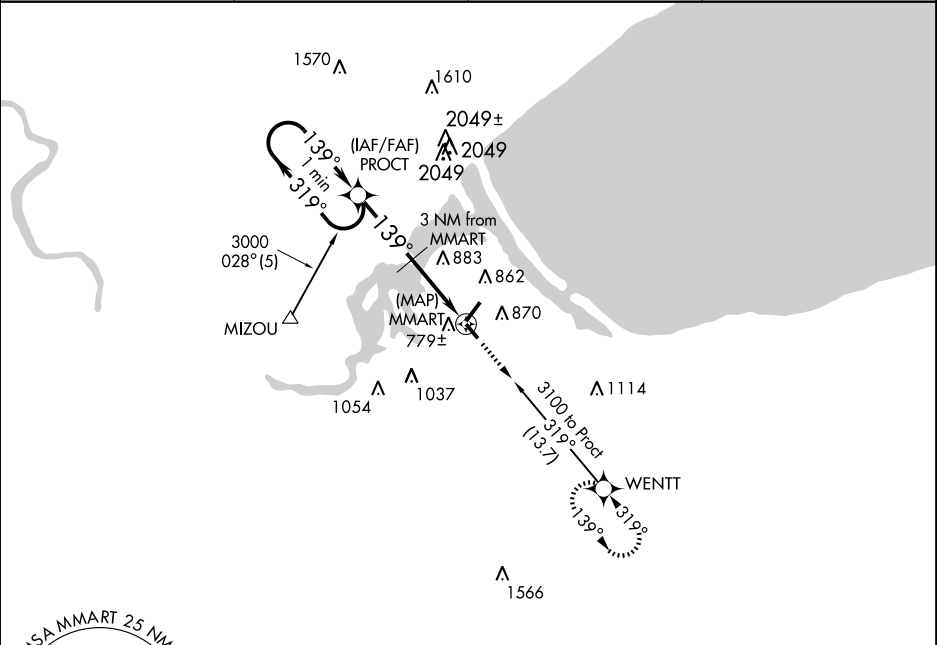
SUPERIOR/RICHARD I. BONG (SUW)

APP CRS	Rwy Idg	4000
139°	TDZE	674
	Apt Elev	674



MISSED APPROACH: Climb to 3100
direct WENTT WP and hold.

AWOS-3 118.875	DULUTH APP CON ★ 125.45 255.9	CLNC DEL 124.8	UNICOM 122.7 (CTAF) 0
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GPS RWY 31

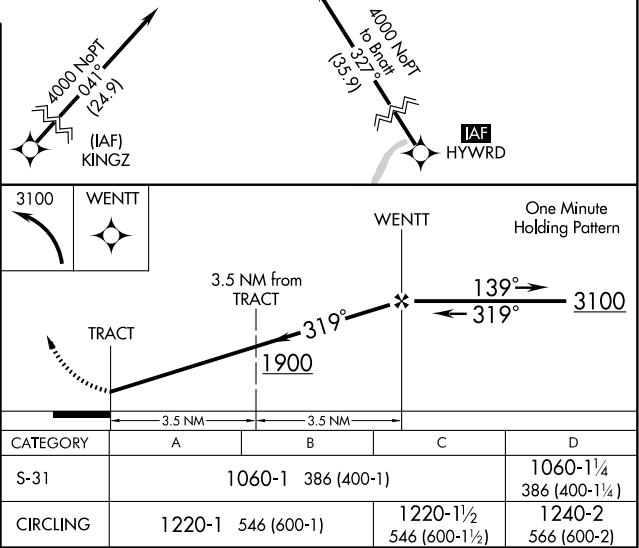
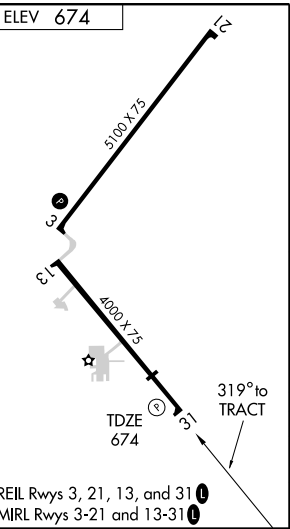
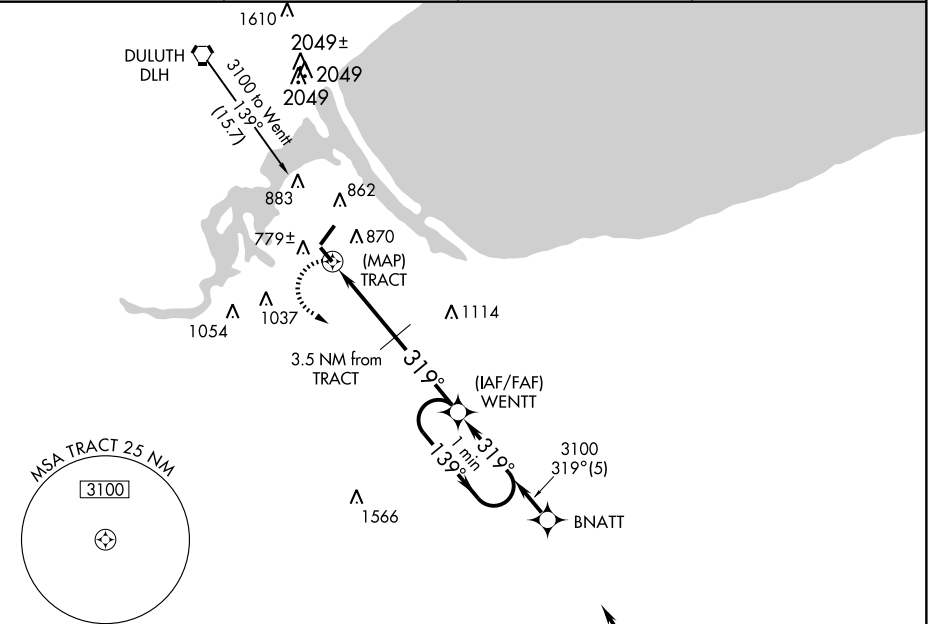
SUPERIOR/RICHARD I. BONG (SUW)

APP CRS	Rwy Idg	4000
319°	TDZE	674
	Apt Elev	674

IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing left turn to 3100 direct WENTT WP and hold.

AWOS-3 118.875	DULUTH APP CON ★ 125.45 255.9	CLNC DEL 124.8	UNICOM 122.7 (CTAF) 0
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NDB RWY 31

SUPERIOR / RICHARD I. BONG (SUW)

NDB SUW	APP CRS	Rwy Idg	4000
<u>260</u>	<u>322°</u>	TDZE	674
		Apt Elev	674



MISSED APPROACH: Climbing left turn to 3000 in SUW NDB holding pattern.

AWOS-3 118.875	DULUTH APP CON ★ 125.45 255.9	CLNC DEL 124.8	UNICOM 122.7 (CTAF) 0
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DULUTH
112.6 DLH
Chan 73

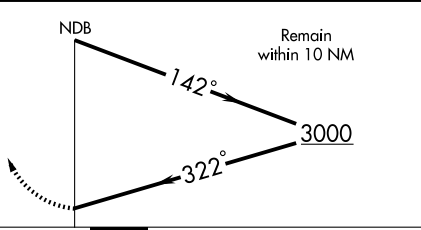
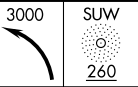
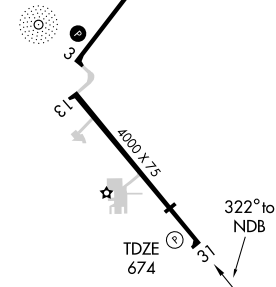
IAF
BONG
260 SUW

MSA SUW 25 NM

3100

ELEV 674

REIL Rwy 3, 21, 13
and 31
MIRL Rwys 3-21
and 13-31



CATEGORY	A	B	C	D
S-31	1660-1¼ 986 (1000-1¼)	1660-1½ 986 (1000-1½)	1660-3	986 (1000-3)
CIRCLING	1660-1¼ 986 (1000-1¼)	1660-1½ 986 (1000-1½)	1660-3	986 (1000-3)

Knots	60	90	120	150	180
Min:Sec					

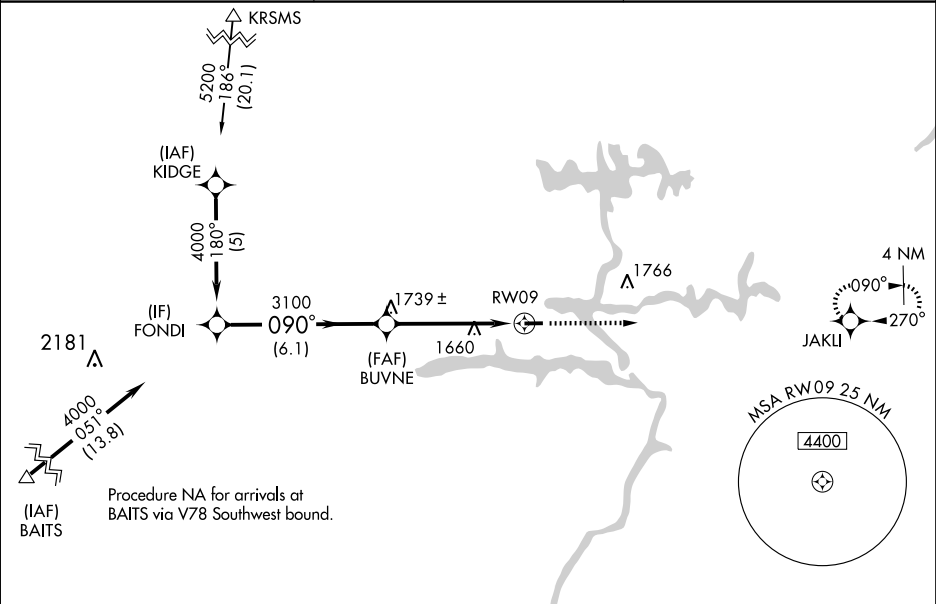
WAAS CH 78308 W09A	APP CRS 090°	Rwy Idg TDZE Apt Elev	3998 1482 1487
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RNAV (GPS) RWY 9
TOMAHAWK RGNL (TKV)

V When local altimeter setting not received, use Rhinelander altimeter setting and increase all DA and MDA 60 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats., and LNAV Cat. C, D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rhinelander altimeter setting.

MISSED APPROACH: Climb to 4000 direct JAKLI and hold.

AWOS-3 118,250	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
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ELEV **1487**

Procedure Turn NA

VGSI and descent angles not coincident.

4000 JAKLI

* LNAV Only.

090° to RW09

TDZE 1482

3998 X 75

0.5% UP

Δ 1539 ±

☆ 27

GS 3.00° TCH 40	FONDI	BUVNE	RW09	
4000	090°	3100		
6.1 NM		3.5 NM	1.5	
CATEGORY	A	B	C	D
LPV DA	1732-1 250 (300-1)			
LNAV/VNAV DA	1809-1¼ 327 (400-1¼)			
LNAV MDA	1960-1 478 (500-1)	1960-1¼ 478 (500-1¼)	1960-1½ 478 (500-1½)	
CIRCLING	1960-1 473 (500-1)	1960-1½ 473 (500-1½)	2040-2 553 (600-2)	

MIRL Rwy 9-27 0

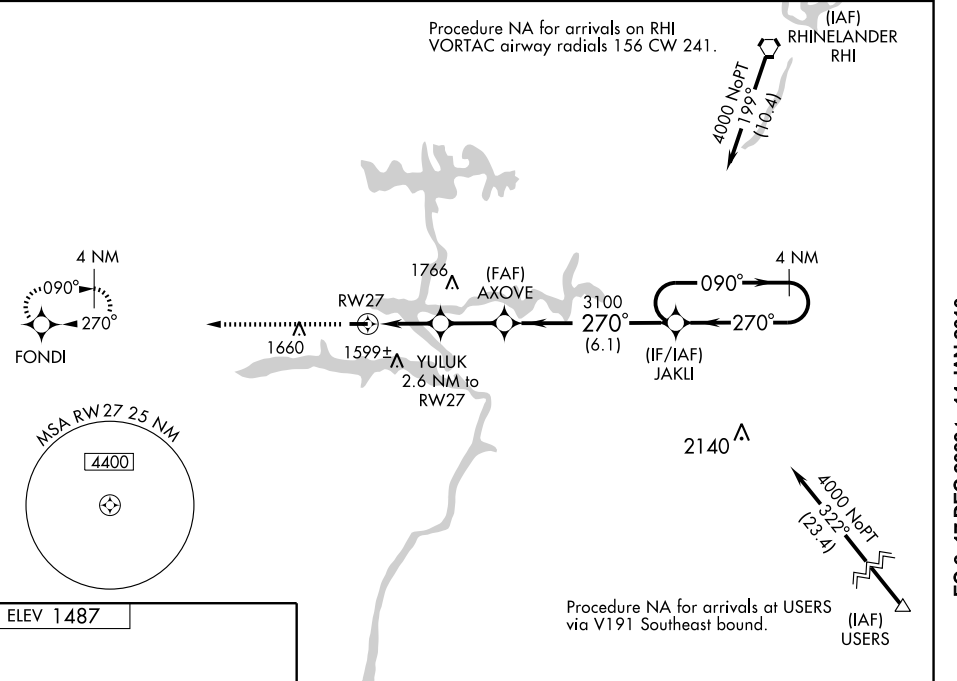
REIL Rwy 9 and 27 0

WAAS	Rwy Idg	3998
CH 87008	TDZE	1487
W27A	Apt Elev	1487

⚠ When local altimeter setting not received, use Rhinelander altimeter setting and increase all DA and MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile all Cats., and LNAV Cat. C, D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Rhinelander altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct FONDI and hold.

AWOS-3 118.250	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
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ELEV 1487

TDZE 1487

3998 X 75

0.5 % UP

270° to RWY 27

MIRL Rwy 9-27 **0**

REIL Rwy 9 and 27 **0**

4000 FONDI	VGSI and RNAV glidepath not coincident.				4 NM Holding Pattern
*LNAV only	YULUK 2.6 NM to RWY 27				AXOVE 2.3 NM to YULUK
	RWY 27 2360*				3100
	2.6 NM 2.3 NM 6.1 NM				GS 3.00° TCH 40
CATEGORY	A	B	C	D	
LPV DA	1737-1 250 (300-1)				
LNAV/VNAV DA	1899-1½ 412 (500-1½)				
LNAV MDA	1940-1	453 (500-1)	1940-1¼ 453 (500-1¼)	1940-1½ 453 (500-1½)	
CIRCLING	1940-1	453 (500-1)	1960-1½ 473 (500-1½)	2040-2 553 (600-2)	

EC-3. 17 DEC 2009 to 14 JAN 2010

VORTAC RHI 109.2 Chan 29	APP CRS 234°	Rwy Idg TDZE Apt Elev	N/A N/A 1486
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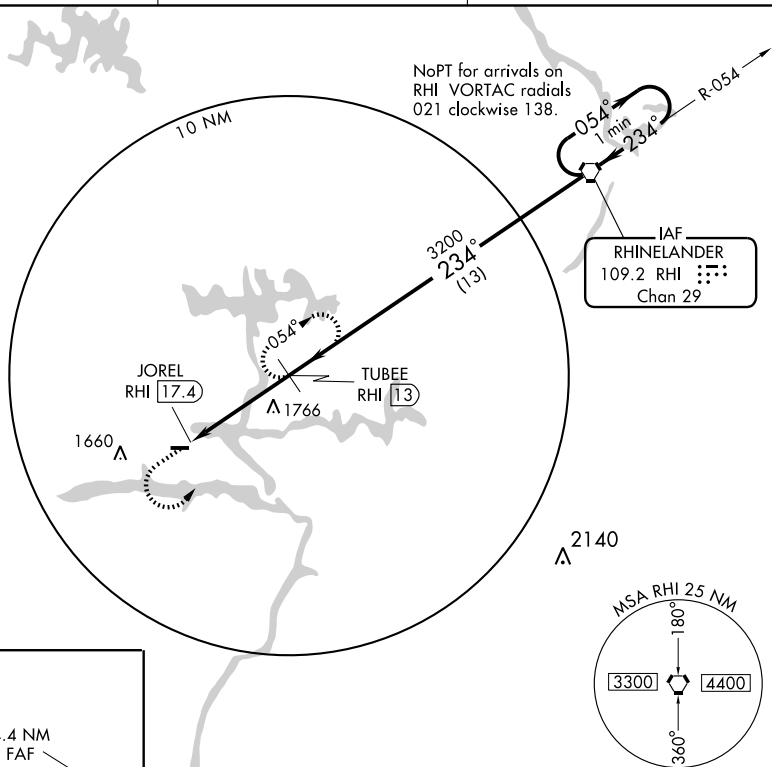
VOR/DME-A
TOMAHAWK RGNL (TKV)

T Obtain local altimeter setting on CTAF, when not received, use Rhinelander altimeter setting.

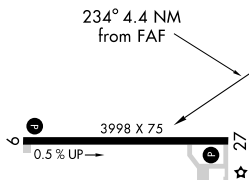
MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 via RHI R-234 to TUBEE/13 DME and hold.

AWOS-3
118.250

MINNEAPOLIS CENTER
133.65 281.5

UNICOM
122.8 (CTAF) **L**

ELEV	1486
------	------



MIRL Rwy 9-27 **L**
REIL Rwy 9 and 27 **L**

Knots	60	90	120	150	180
Min:Sec					

2500

3200

TUBEE RHI 13

One Minute Holding Pattern

VORTAC

JOREL RHI 17.4

234°

054°

3200

4.4 NM

13 NM

CATEGORY	A	B	C	D
CIRCLING	2080-1	594 (600-1)	2080-1½ 594 (600-1½)	2080-2 594 (600-2)

RHINELANDER ALTIMETER SETTING MINIMUMS

CIRCLING	2140-1	654 (700-1)	2140-1¾ 654 (700-1¾)	2140-2 654 (700-2)
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▼

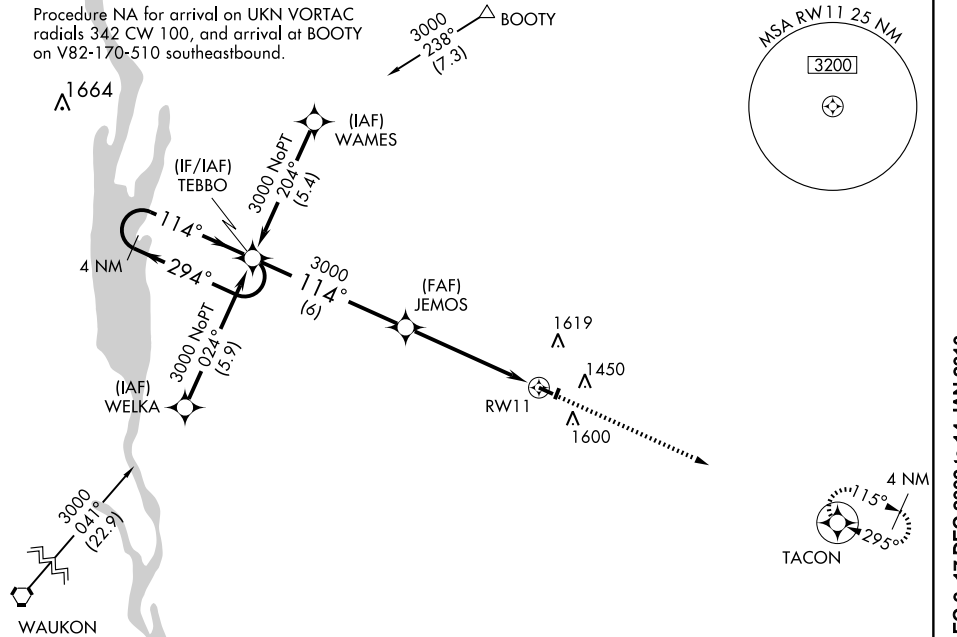
▲ NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Use La Crosse altimeter setting.

MISSED APPROACH: Climb to
3000 direct TACON WP and hold.

MINNEAPOLIS CENTER
128.6 363.0

CTAF
122.9



ELEV 1292

▲ 1399±

TDZE 1292

3345 X 60

0.7% UP

114° to RW11

29

2335 X 60

1.0% UP

02

2

4 NM Holding Pattern

TEBBO

JEMOS

3000

TACON

RW11

3.05° TCH 40

6 NM

5.2 NM

CATEGORY	A	B	C	D
RNAV MDA	1800-1	508 (600-1)	1800-1½ 508 (600-1½)	NA
CIRCLING	2060-1 768 (800-1)	2060-1¼ 768 (800-1¼)	2120-2½ 828 (900-2½)	NA

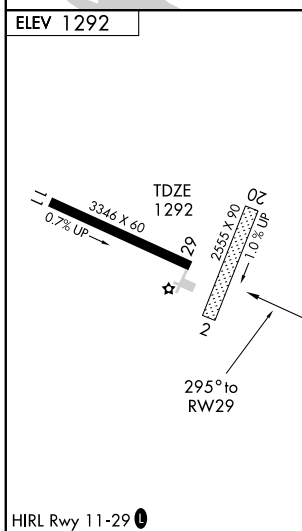
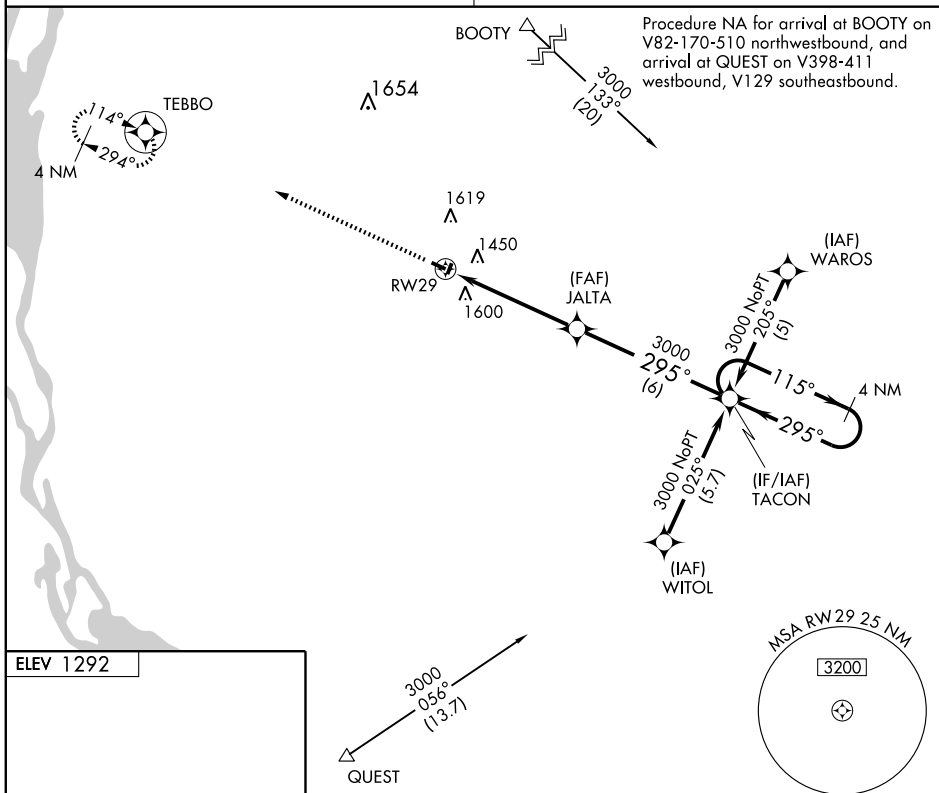
HIRL Rwy 11-29

APP CRS	Rwy Idg	3346
295°	TDZE	1292
	Apt Elev	1292

RNAV (GPS) RWY 29

VIROQUA MUNI (Y51)



 NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use La Crosse altimeter setting.	MISSED APPROACH: Climb to 3000 direct TEBBO WP and hold.
MINNEAPOLIS CENTER 128.6 363.0		CTAF 122.90



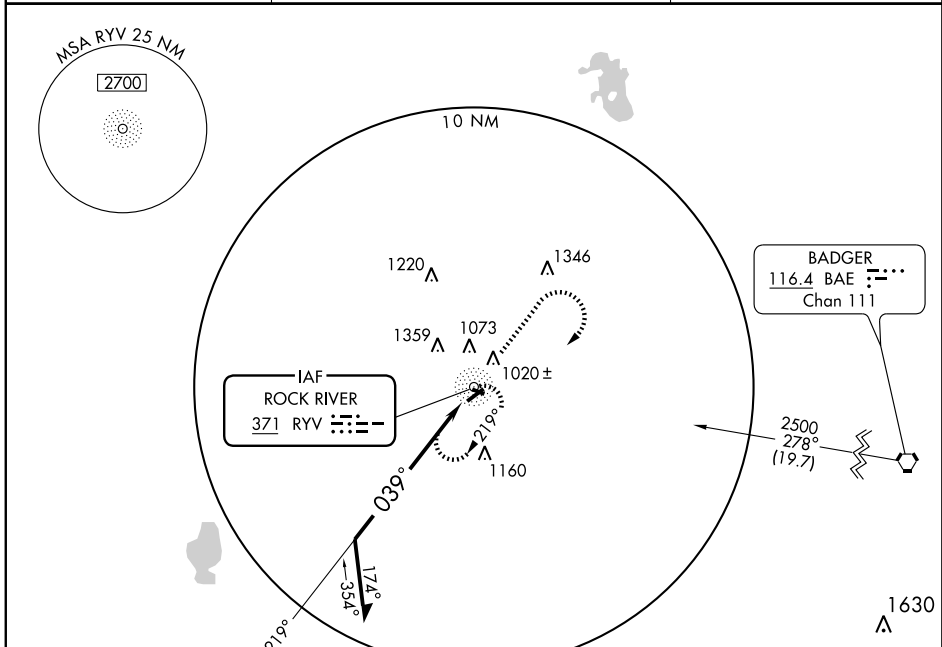
3000	TEBBO	JALTA	TACON	4 NM Holding Pattern
RWY29		3000	295°	115° → 3000
		≤ 3.04° TCH 40		← 295°
	5.2 NM	6 NM		
CATEGORY	A	B	C	D
LNNAV MDA	1980-1	688 (700-1)	1980-2 688 (700-2)	NA
CIRCLING	2060-1 768 (800-1)	2060-1½ 768 (800-1½)	2120-2½ 828 (900-2½)	NA


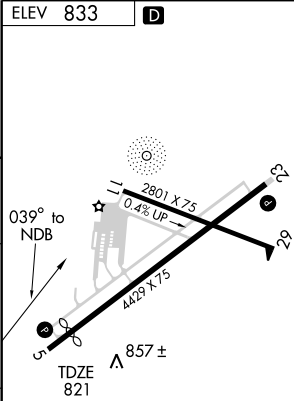
NDB RYV	APP CRS	Rwy Idg	4239
371	039°	TDZE	821
		Apt Elev	833

NDB RWY 5 WATERTOWN MUNI (RYV)

  NA	MISSED APPROACH: Climb to 2500 then right turn direct RYV NDB and hold.
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AWOS-3 119.975	MADISON APP CON ★ 119.15 343.7	UNICOM 122.8 (CTAF) 0
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<div> <div> Remain within 10 NM </div> <div> 2500 </div> <div> 219° </div> <div> 039° </div> <div> NDB </div> </div>				
<div> <div>2500</div> <div>↑</div> <div>↻</div> <div>RYV</div> <div>371</div> </div>				
<div> <div> ELEV 833 </div> <div>  </div> <div>  </div> </div>				
CATEGORY	A	B	C	D
S-5	1440-1	619 (700-1)	1440-1 ³ / ₄ 619 (700-1 ³ / ₄)	1440-2 619 (700-2)
CIRCLING	1440-1	607 (700-1)	1440-1 ¹ / ₂ 607 (700-1 ¹ / ₂)	1720-3 887 (900-3)

REIL Rwy 5 and 23
MIRL Rwy 5-23 and 11-29

NDB RYV <u>371</u>	APP CRS 254°	Rwy Idg 4429 TDZE 823 Apt Elev 833
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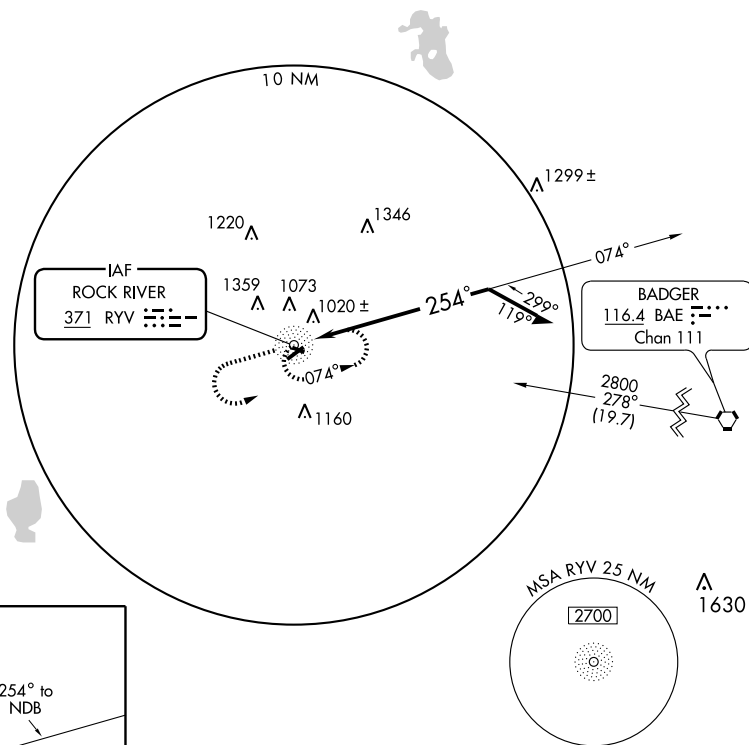
NDB RWY 23
WATERTOWN MUNI (RYV)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase visibility Cat. A, C and D $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2800 then left turn direct RYV NDB and hold.

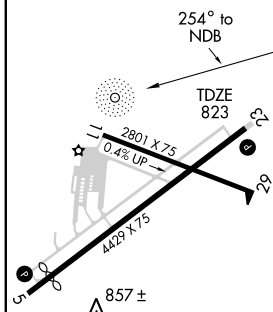
AWOS-3
119,975

MADISON APP CON ★
119.15 343.7

UNICOM
122.8 (CTAF) **L**

ELEV 833

D



2800

RYV

NDB

Remain
within 10 NM

2800

CATEGORY	A	B	C	D
S-23	1660-1 837 (900-1)	1660-1 $\frac{1}{4}$ 837 (900-1 $\frac{1}{4}$)	1660-2 $\frac{1}{2}$ 837 (900-2 $\frac{1}{2}$)	1660-2 $\frac{3}{4}$ 837 (900-2 $\frac{3}{4}$)
CIRCLING	1660-1 827 (900-1)	1660-1 $\frac{1}{4}$ 827 (900-1 $\frac{1}{4}$)	1660-2 $\frac{1}{2}$ 827 (900-2 $\frac{1}{2}$)	1720-3 887 (900-3)

REIL Rwys 5 and 23 **L**
MIRL Rwys 5-23 and 11-29 **L**

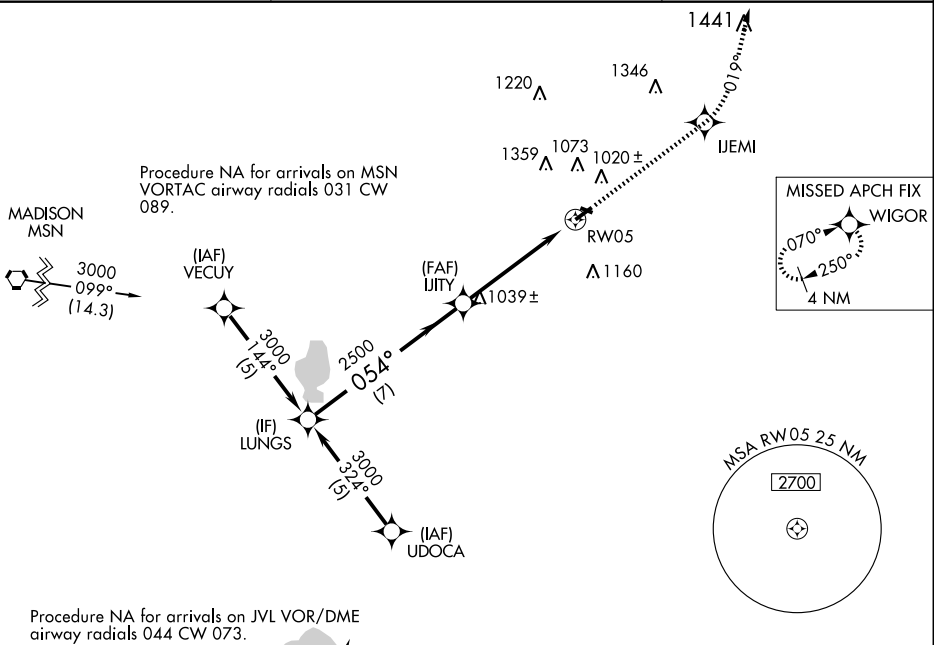
APP CRS	Rwy Idg	4239
054°	TDZE	821
	Apt Elev	833

RNAV (GPS) RWY 5
WATERTOWN MUNI (RYV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting. Straight-in minimums to Rwy 5 and Circling to Rwy 5/23 NA at night.

MISSED APPROACH: Climb to 3000 direct IJEMI and left turn via 019° track to WIGOR and hold.

AWOS-3 119.975	MADISON APP CON ★ 119.15 343.7	UNICOM 122.8 (CTAF) 0
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ELEV 833

	3000	IJEMI	TRK 019°	WIGOR
LUNGS	3000	IJITY	2500	RW05
Procedure Turn NA	054°	3.04 TCH 50	5.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	1440-1	619 (700-1)	1440-1 3/4 619 (700-1 3/4)	1440-2 619 (700-2)
CIRCLING	1440-1	607 (700-1)	1440-1 3/4 607 (700-1 3/4)	1720-3 887 (900-3)

REIL Rwy 5 and 23 0
MIRL Rwy 5-23 and 11-29 0

APP CRS	Rwy Idg	2801
113°	TDZE	833
	Apt Elev	833

RNAV (GPS) RWY 11
WATERTOWN MUNI (RYV)

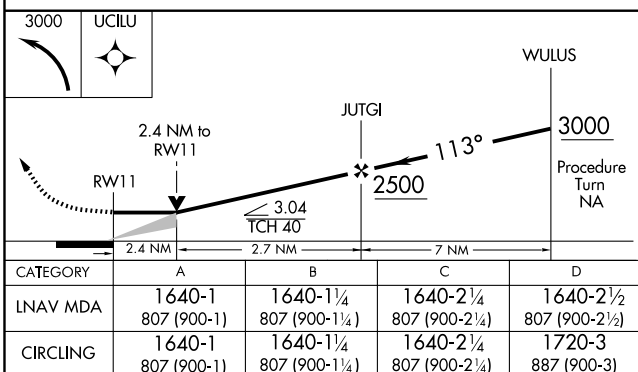
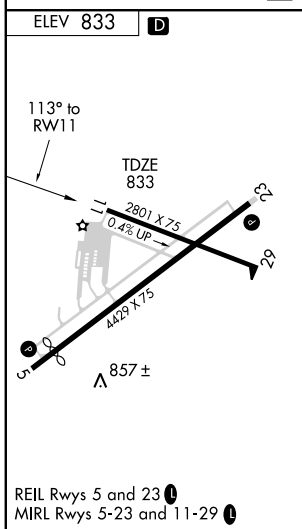
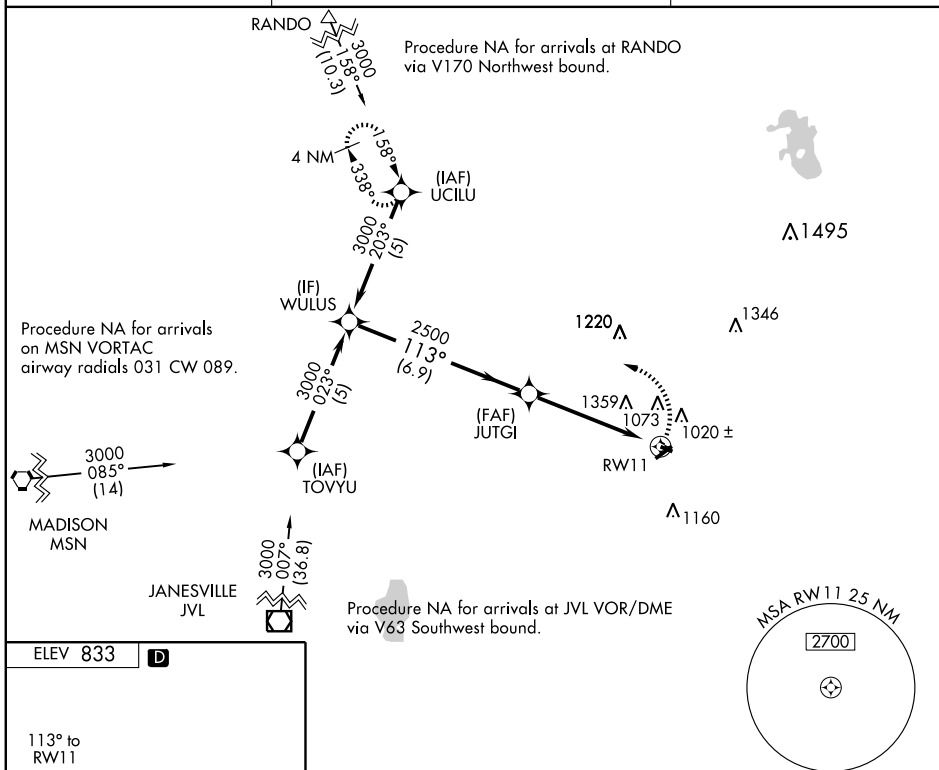
T DME/DME RNP-0.3 NA When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, increase LNAV visibility Cat. C and D ½ mile, increase Circling visibility Cat. C ¼ mile. VDP NA when using Dodge County altimeter setting. Circling to Rwy 5/23 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct UCILU and hold.

AWOS-3
119,975

MADISON APP CON ★
119.15 343.7

UNICOM
122.8 (CTAF) **L**



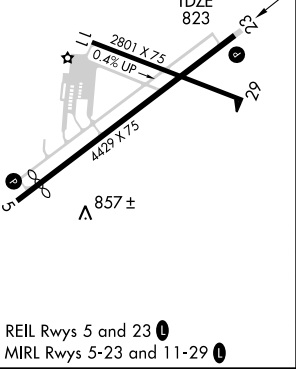
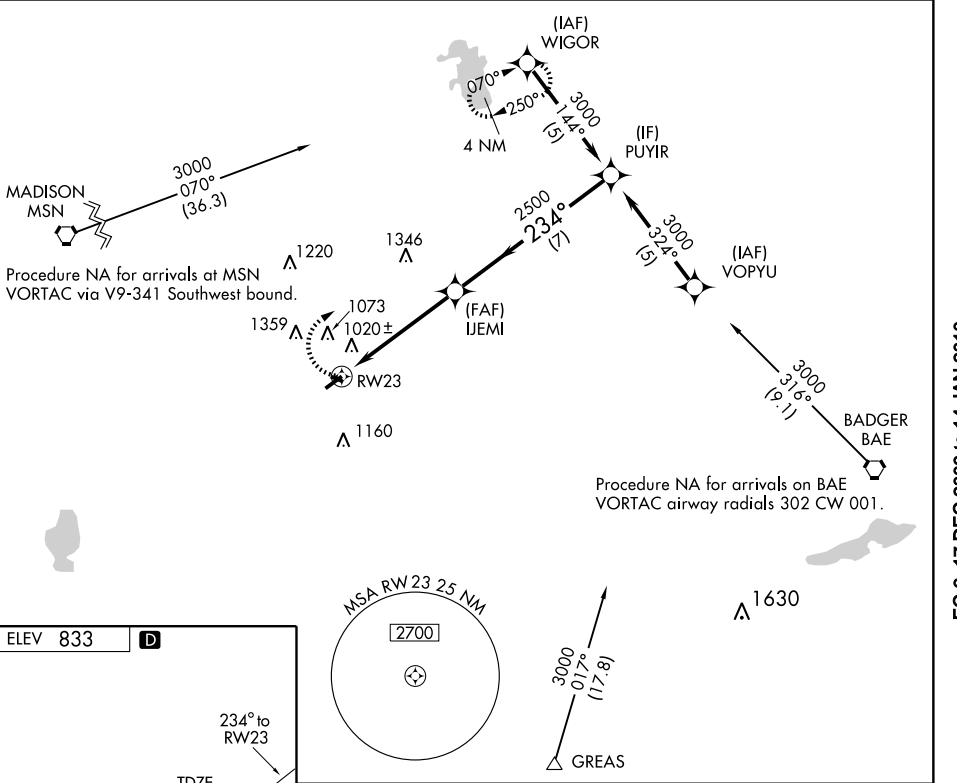
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase LNAV Cat. C and D visibility ¼ mile. Straight-in minimums to Rwy 23 and Circling to Rwy 5/23 NA at night.

MISSED APPROACH:
Climbing right turn to 3000 direct WIGOR and hold.

AWOS-3 119.975	MADISON APP CON ★ 119.15 343.7	UNICOM 122.8 (CTAF) ①
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	3000	WIGOR	PUYIR	Procedure Turn NA
		IJEMI		
		2500		
		234°		
		3000		
CATEGORY	A	B	C	D
LNAV MDA	1420-1	597 (600-1)	1420-1½ 597 (600-1½)	1420-1¾ 597 (600-1¾)
CIRCLING	1420-1 587 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

REIL Rwy 5 and 23 ①
MIRL Rwy 5-23 and 11-29 ①

APP CRS	Rwy Idg	2801
293°	TDZE	833
	Apt Elev	833

RNAV (GPS) RWY 29

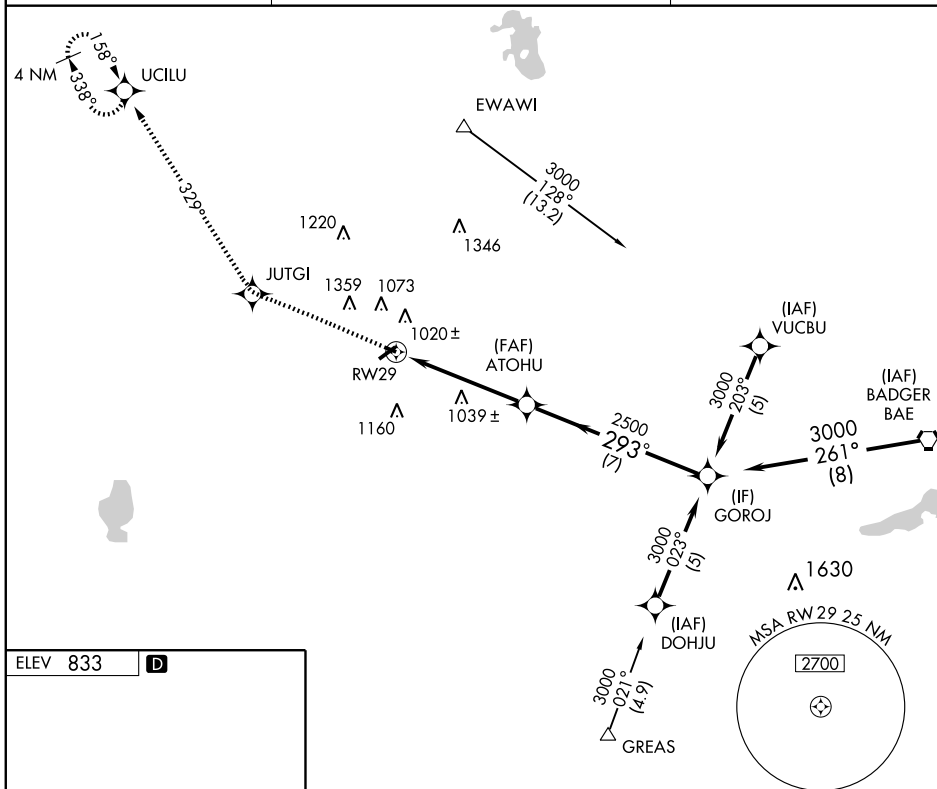
WATERTOWN MUNI (RYV)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local
A altimeter setting not received, use Dodge County altimeter setting and increase
 all MDA 60 feet, increase LNAV Cat. C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 direct JUTGI and right turn via 329° track to UCILU and hold.

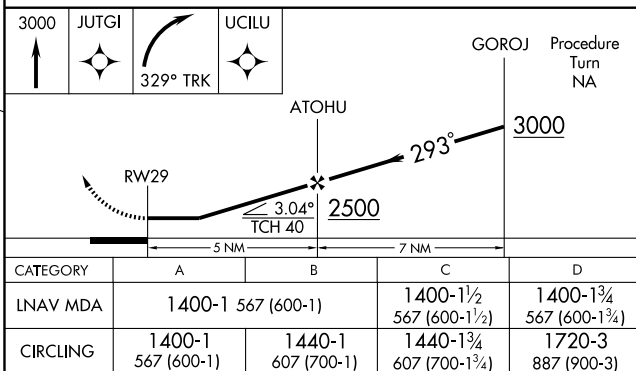
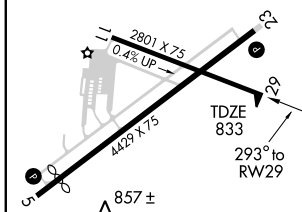
AWOS-3
119.975

MADISON APP CON ★
119.15 343.7

UNICOM
122.8 (CTAF) **L**

ELEV	833
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D



REIL Rwy 5 and 23 L

MIRL Rwy 5-23 and 11-29 L

VORTAC BAE <u>116.4</u> Chan 111	APP CRS 278°	Rwy Idg 2801 TDZE 833 Apt Elev 833
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VOR/DME RWY 29
WATERTOWN MUNI (RYV)

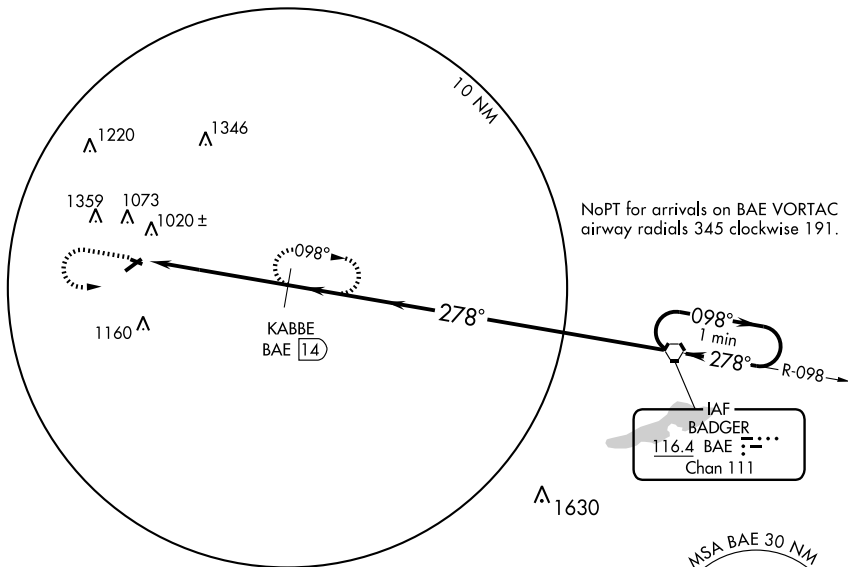


MISSED APPROACH: Climb to 2500 then left turn via BAE R-278 to KABBE 14 DME and hold.

AWOS-3
119,975

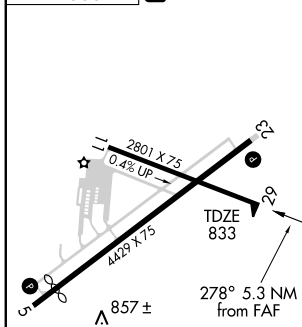
MADISON APP CON ★
119.15 343.7

UNICOM
122.8 (CTAF) **L**



EC-3, 17 DEC 2009 to 14 JAN 2010

ELEV	833
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2500

BAE R-27

KABBE
BAE 14

KABBE
BAF 14

VORTAC One Minute
Holding Pattern

CATEGORY

A

B

D

S-29

1420-1 587 (600-1)

1420-1½

1420-1 $\frac{3}{4}$

CIRCLING

1420-1	1440-1
587 (600-1)	607 (700-1)

1440-1 $\frac{3}{4}$
607 (700-1 $\frac{3}{4}$)

1720-3
887 (900-3)

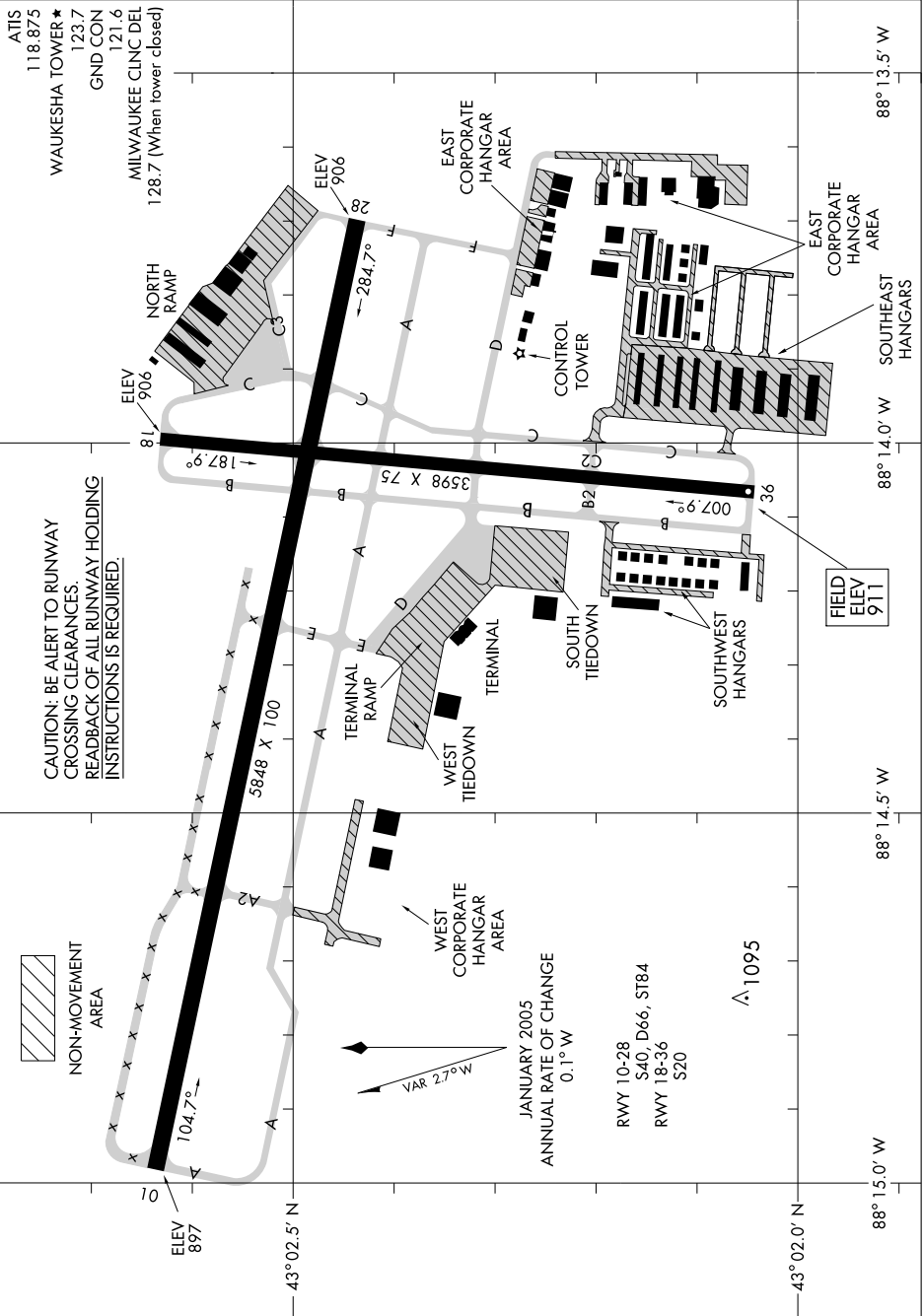
REIL Rwys 5 and 23 L

MIRL Rwy 5-23 and 11-29 L

AIRPORT DIAGRAM

AL-5078 (FAA)

WAUKESHA COUNTY (UES)
WAUKESHA, WISCONSIN



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS 118.875
WAUKESHA TOWER 123.7
GND CON 121.6
MILWAUKEE CLNC DEL 128.7 (When tower closed)

EC-3, 17 DEC 2009 to 14 JAN 2010

ILS or LOC RWY 10

WAUKESHA COUNTY (UES)

LOC I-SKC	APP CRS	Rwy Idg	5848
109.5	103°	TDZE	901
		Apt Elev	911

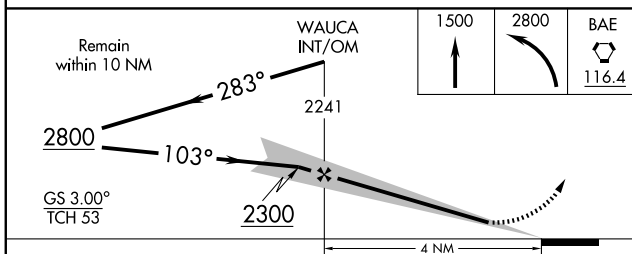
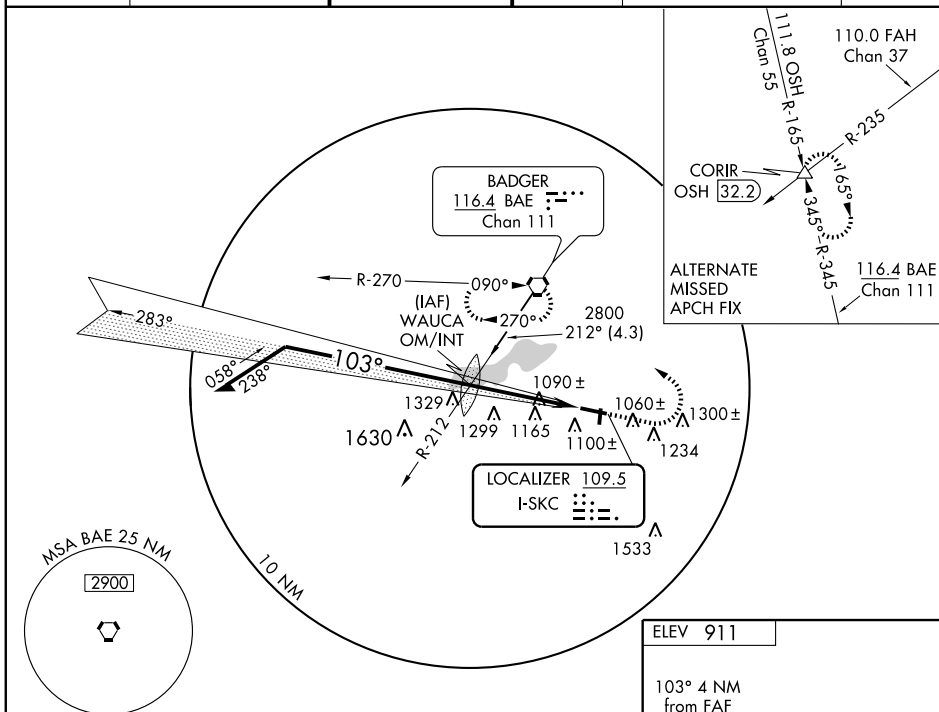


When local altimeter setting not received, use Lawrence J. Timmerman altimeter setting and increase DA to 1147 and all MDAs 60 feet, increase S-LOC 10 Cat. C visibility to RVR 5000, Cat. D to RVR 6000. Increase circling visibility Cat. D $\frac{1}{4}$ mile.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

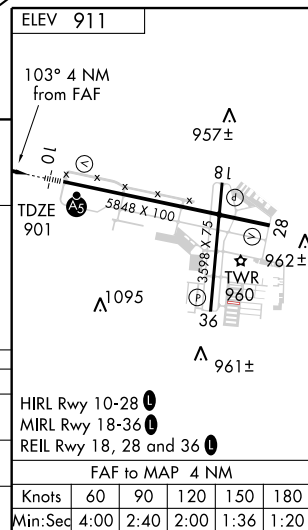


MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct BAE VORTAC and hold.

ATIS 118.875	MILWAUKEE APP CON 128.7 (North) 307.0	WAUKESHA TOWER ★ 123.7 (CTAF) 0	GND CON 121.6	MILWAUKEE CLNC DEL 128.7 (When tower closed)	UNICOM 122.95
------------------------	--	--	-------------------------	--	-------------------------



CATEGORY	A	B	C	D
S-ILS-10	*1101/24 200 (200- $\frac{1}{2}$)			
S-LOC-10	1360/24 459 (500- $\frac{1}{2}$)	1360/40 459 (500- $\frac{3}{4}$)	1360/50 459 (500-1)	
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	1600-2 $\frac{1}{4}$ 689 (700-2 $\frac{1}{4}$)



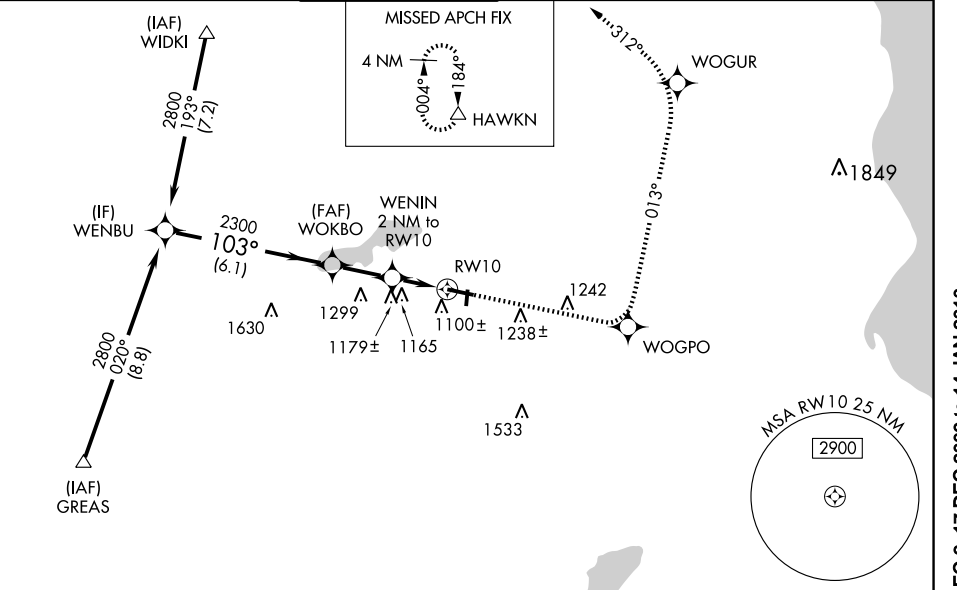
WAAS CH 53411 W10A	APP CRS 103°	Rwy Idg TDZE Apt Elev	5848 901 911
--	------------------------	-----------------------------	---

⚠ Baro-VNAV NA when using Lawrence J Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase LNAV/VNAV all Cats. visibility ¼ mile; increase Circling Cat. D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct WOGPO and left turn via 013° track to WOGUR and via 312° track to HAWKN and hold.

ATIS 118.875	MILWAUKEE APP CON 128.7 (North) 307.0	WAUKESHA TOWER ★ 123.7 (CTAF) 0	GND CON 121.6	MILWAUKEE CLNC DEL 128.7 (When tower closed)	UNICOM 122.95
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Procedure NA for arrivals at GREAS via V63 Southwest bound.

Procedure Turn NA

3000	WOGPO	TRK 013°	WOGUR	TRK 312°	HAWKN
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WENBU 2800

GS 3.00° TCH 53

WOKBO 2300

WENIN 2 NM to RW10

RW10

6.1 NM 2.2 NM 2 NM

* LNAV only.

* 1580

CATEGORY	A	B	C	D
LPV DA	1101/24 200 (200-½)			
LNAV/VNAV DA	1537-1¾ 636 (700-1¾)			
LNAV MDA	1440/24 539 (600-½)		1440/50 539 (600-1)	1440/60 539 (600-1¼)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)

ELEV 911

103° to RW10

TDZE 901

5848 X 100

3598 X 75

81

28

36

957±

962±

961±

1095

TWR 960

AS 5

HIRL Rwy 10-28 **0**

MIRL Rwy 18-36 **0**

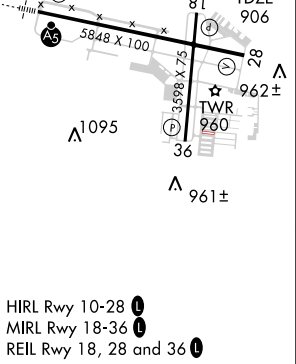
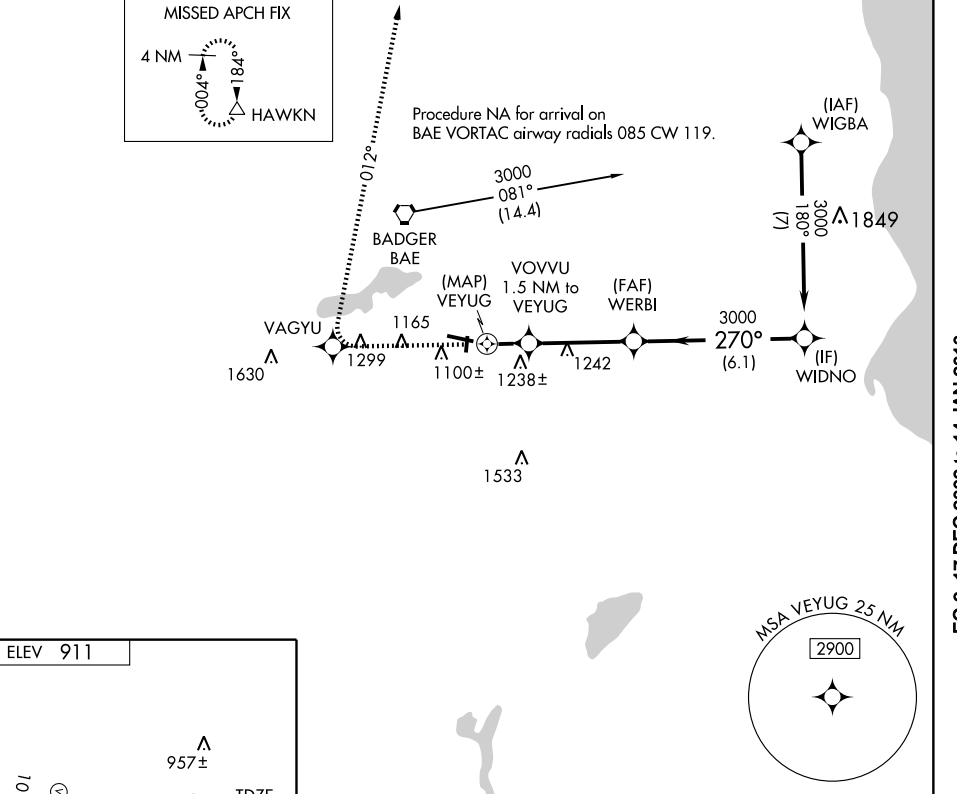
REIL Rwy 18, 28 and 36 **0**

EC-3.17 DEC 2009 to 14 JAN 2010

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDA 60 feet, increase Circling Cat. C and D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 3000 direct VAGYU and right turn via 012° track to HAWKN and hold.

ATIS 118.875	MILWAUKEE APP CON 128.7 (North) 307.0	WAUKESHA TOWER ★ 123.7 (CTAF) 0	GND CON 121.6	MILWAUKEE CLNC DEL 128.7 (When tower closed)	UNICOM 122.95
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3000	VAGYU	TRK 012°	HAWKN	Procedure Turn NA
3000	VEYUG	VOVVU 1.5 NM to VEYUG	VERBI	WIDNO
1640	3.38° TCH 37	3000	270°	3000
1.5 NM	3.8 NM	6.1 NM		
CATEGORY	A	B	C	D
LNNAV MDA	1420-1	514 (600-1)	1420-1½ 514 (600-1½)	1420-1¾ 514 (600-1¾)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)

HIRL Rwy 10-28 **⚠**
MIRL Rwy 18-36 **⚠**
REIL Rwy 18, 28 and 36 **⚠**

VEENA ONE ARRIVAL (VEENA.VEENA1)

MILWAUKEE, WISCONSIN

MILWAUKEE APP CON

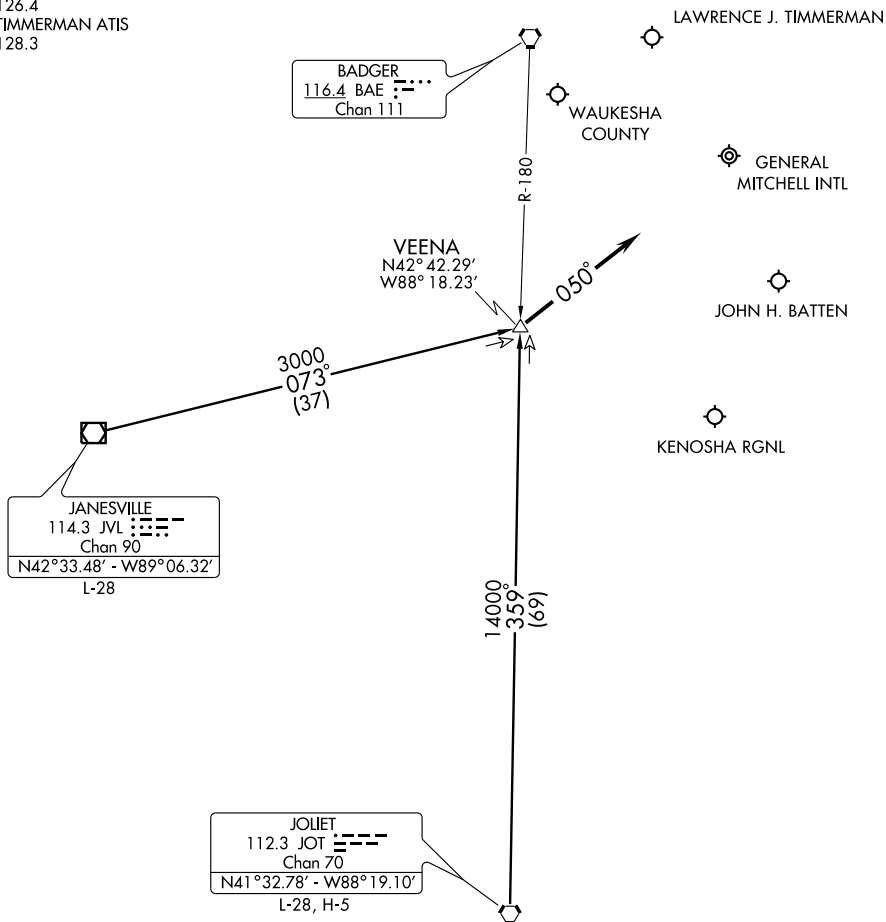
126.5 307.0

GENERAL MITCHELL ATIS

126.4

TIMMERMAN ATIS

128.3



NOTE: Chart not to scale.

JAVESVILLE TRANSITION (JVL.VEENA1): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence....

JOLIET TRANSITION (JOT.VEENA1): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence....

.... depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VOR-A

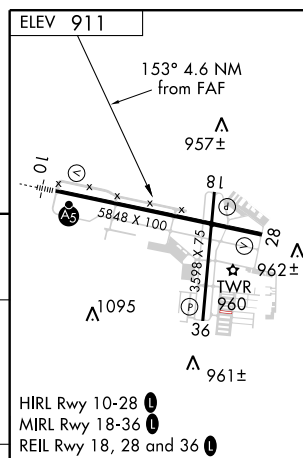
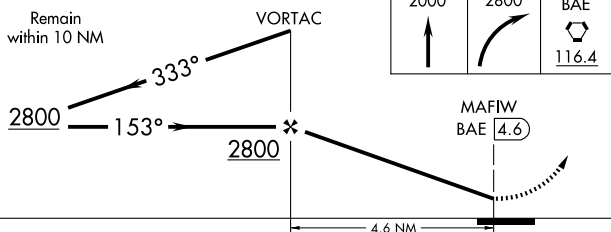
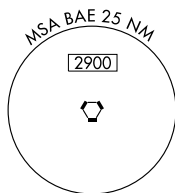
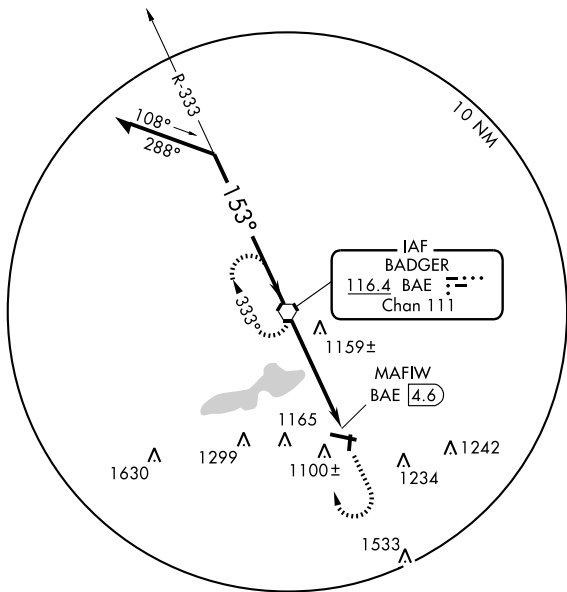
Waukesha County (UES)

VORTAC BAE 116.4 Chan 111	APP CRS 153°	Rwy Idg TDZE Apt Elev	N/A N/A 911
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T When local altimeter setting not received, use Lawrence J Timmerman
A altimeter setting and increase all MDA 60 feet, increase Circling Cat.
D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct BAE VORTAC and hold.

ATIS 118.875	MILWAUKEE APP CON 128.7 (North) 307.0	WAUKESHA TOWER★ 123.7 (CTAF) 0	GND CON 121.6	MILWAUKEE CLNC DEL 128.7 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D	FAF to MAP 4.6 NM					
CIRCLING	1460-1	1480-1	1520-1 ³ / ₄	1600-2 ¹ / ₄	Knots	60	90	120	150	180
	549 (600-1)	569 (600-1)	609 (700-1 ³ / ₄)	689 (700-2 ¹ / ₄)	Min:Sec	4:36	3:04	2:18	1:50	1:32

NDB RWY 31

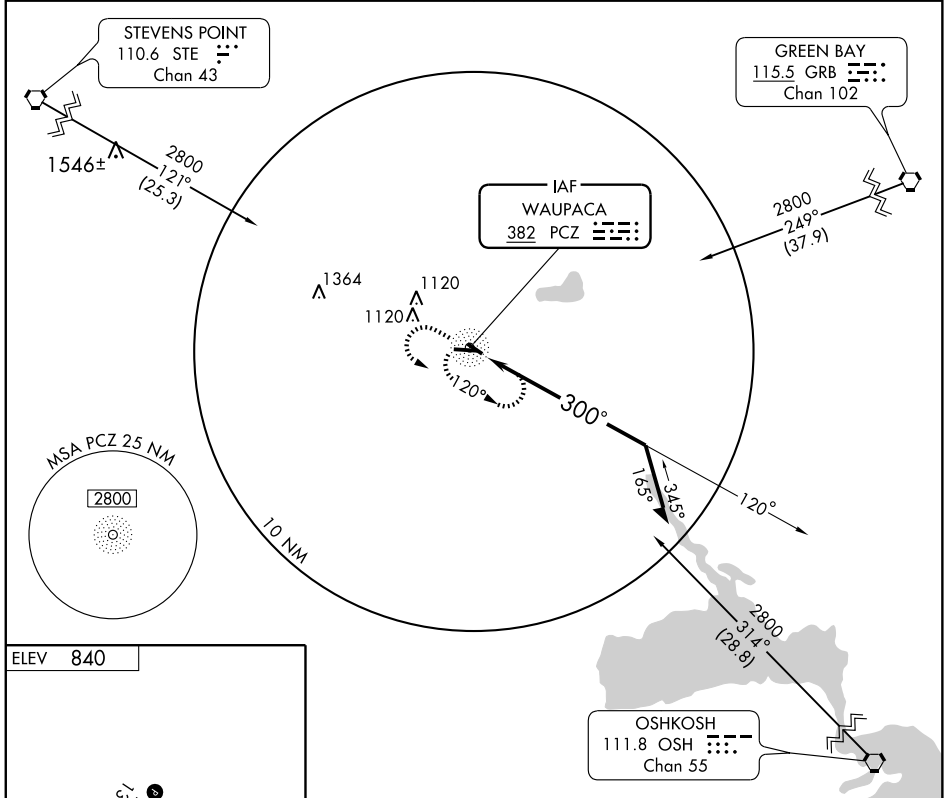
WAUPACA MUNI (PCZ)

NDB PCZ	APP CRS	Rwy Idg	3899
382	300°	TDZE	819
		Apt Elev	840

▼ If local altimeter setting not received, use Outagamie County
▲ NA Rgnl altimeter setting and increase all MDAs 80 feet.
 Circling to Rwy 13 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PCZ NDB and hold.

AWOS-3 118.625	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) 📶
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	2000	2800	PCZ	
	↑	↶	📶	
			382	
CATEGORY	A	B	C	D
S-31	1440-1	621 (600-1)	1440-1¾ 621 (600-1¾)	1440-2 621 (600-2)
CIRCLING	1440-1	600 (600-1)	1440-1¾ 600 (600-1¾)	1440-2 600 (600-2)

REIL Rwy 10 **📶**
 MIRL Rwy 10-28 and 13-31 **📶**

RNAV (GPS) RWY 10

WAUPACA MUNI (PCZ)

APP CRS	Rwy Idg	5200
094°	TDZE	840
	Apt Elev	840

- ▼ If local altimeter setting not received, use Outagamie County
 ▲ Rgnl altimeter setting and increase all MDAs 80 feet.
 Circling to Rwy 13 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
 2800 direct WVEGA and hold.

AWOS-3
118.625

MINNEAPOLIS CENTER
124.4 317.7

GCO
121.725

UNICOM
122.8 (CTAF) 1

Procedure NA for arrival at
 STE VORTAC on V228 northbound.

(IAF)
 STEVENS POINT
 STE

▲ 1739

2800 NoPT
 (15.4)

(IF/IAF)
 BRUNR

094°

274°

4 NM

2800 NoPT
 (5)

004°

(IAF)
 VETRN

2800
 008°
 (35.1)

HAMTN

▲ 1364

(FAF)
 WPACA

2700
 (6)

GWIZZ
 2.2 NM
 to RW10

▲ 1120

▲ 1120

1119±

RW10

MSA RW10 25 NM

2800

4 NM

095°

275°

WVEGA

2800

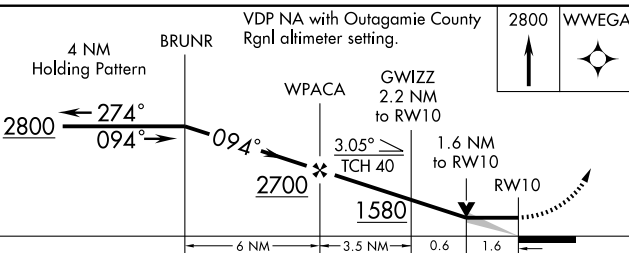
2800

293°

(25.7)

LIMME

ELEV 840



CATEGORY	A	B	C	D
LNAV MDA	1380-1 540 (600-1)	1380-1½ 540 (600-1½)	1380-1¾ 540 (600-1¾)	1380-1¾ 540 (600-1¾)
CIRCLING	1420-1 580 (600-1)	1420-1½ 580 (600-1½)	1420-2 580 (600-2)	1420-2 580 (600-2)

REIL Rwy 10 1

MIRL Rwy 10-28 and 13-31 1

APP CRS	Rwy Idg	5200
275°	TDZE	825
	Apt Elev	840

RNAV (GPS) RWY 28

WAUPACA MUNI (PCZ)

▽ If local altimeter setting not received, use Outagamie County
▲ Rgnl altimeter setting and increase all MDAs 80 feet.
 Circling to Rwy 13 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
 2800 direct BRUNR and hold.

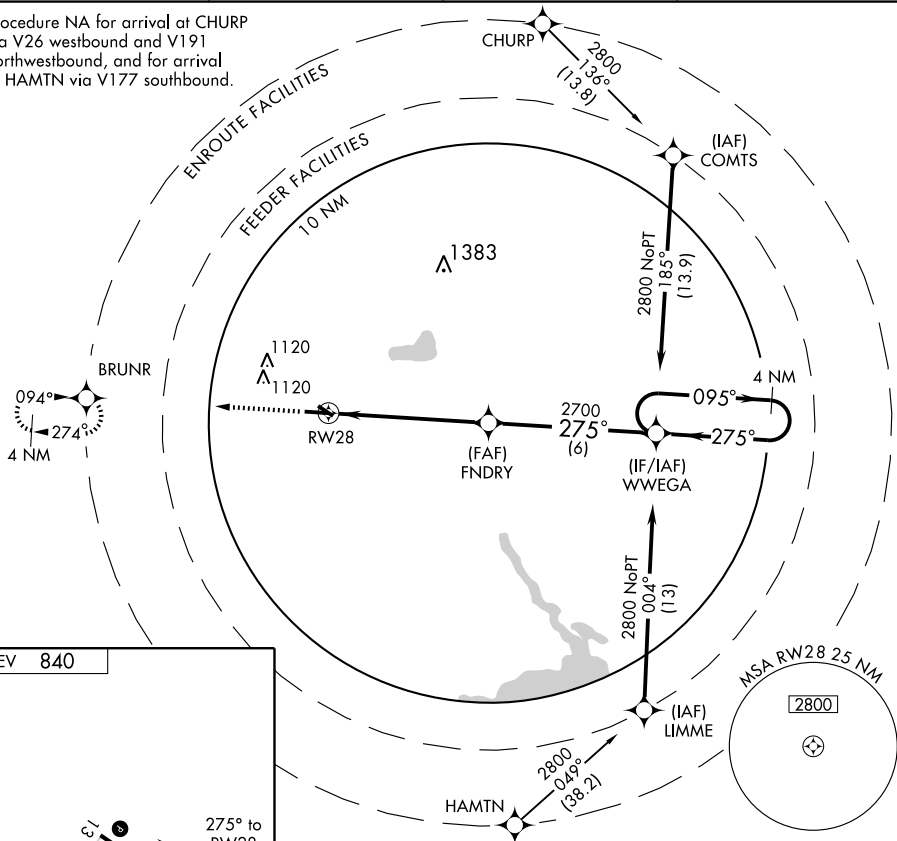
AWOS-3
118.625

MINNEAPOLIS CENTER
124.4 317.7

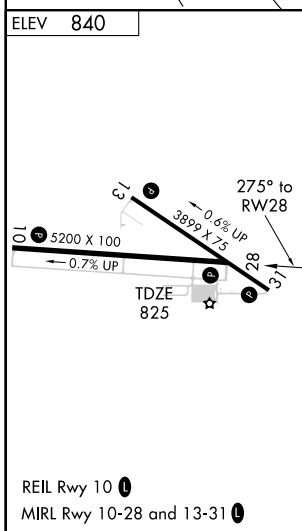
GCO
121.725

UNICOM
122.8 (CTAF) 1

Procedure NA for arrival at CHURP
 via V26 westbound and V191
 northwestbound, and for arrival
 at HAMTN via V177 southbound.



EC-3, 17 DEC 2009 to 14 JAN 2010



2800	BRUNR	VDP NA with Outagamie County Rgnl altimeter setting.	WVEGA	4 NM Holding Pattern
		FNDRY		095° → 2800 ← 275°
		1.6 NM to RW28		
		≤ 3.05° TCH 40		
		2700		
		1.6	4.2 NM	6 NM
CATEGORY	A	B	C	D
LNAV MDA	1340-1	515 (500-1)	1340-1½ 515 (500-1½)	1340-1¾ 515 (500-1¾)
CIRCLING	1420-1	580 (600-1)	1420-1½ 580 (600-1½)	1420-2 580 (600-2)

REIL Rwy 10 1

MIRL Rwy 10-28 and 13-31 1

▼

NA

Circling not authorized SW of Rwy 12-30.

MISSED APPROACH: Climb to 3500 then right turn direct FZK NDB and hold.

ASOS 125.925	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) 0
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MSA FZK 25 NM
3600

EDGRR 3500 072° (14.3)

1629± 1899 1810 1228± 1381 1840 1684 (IGEZE) 308° 083° 263° 2485 2480

WITEN 3500 302° (14.5)

10 NM

IAF WAUSAU 243 FZK

ELEV 1201

1247± 1262 1226± 1241±

5200 X 100 3078 X 100 3074 X 100

SEALANE 8000 X 300

308° to FZK NDB

3500

FZK 243

NDB*

128°

308°

3200

IGEZE

4 NM

Remain within 10 NM

* Maintain 3500 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
CIRCLING	1780-1 579 (600-1)		1840-1¾ 639 (700-1¾)	1840-2 639 (700-2)

REIL Rwy 12 and 30 0
MIRL Rwy 4-22 and 12-30 0

EC-3. 17 DEC 2009 to 14 JAN 2010

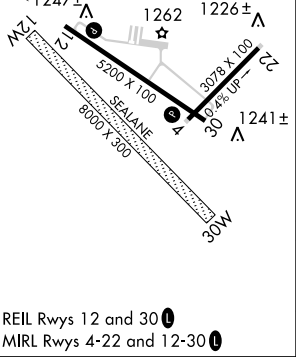
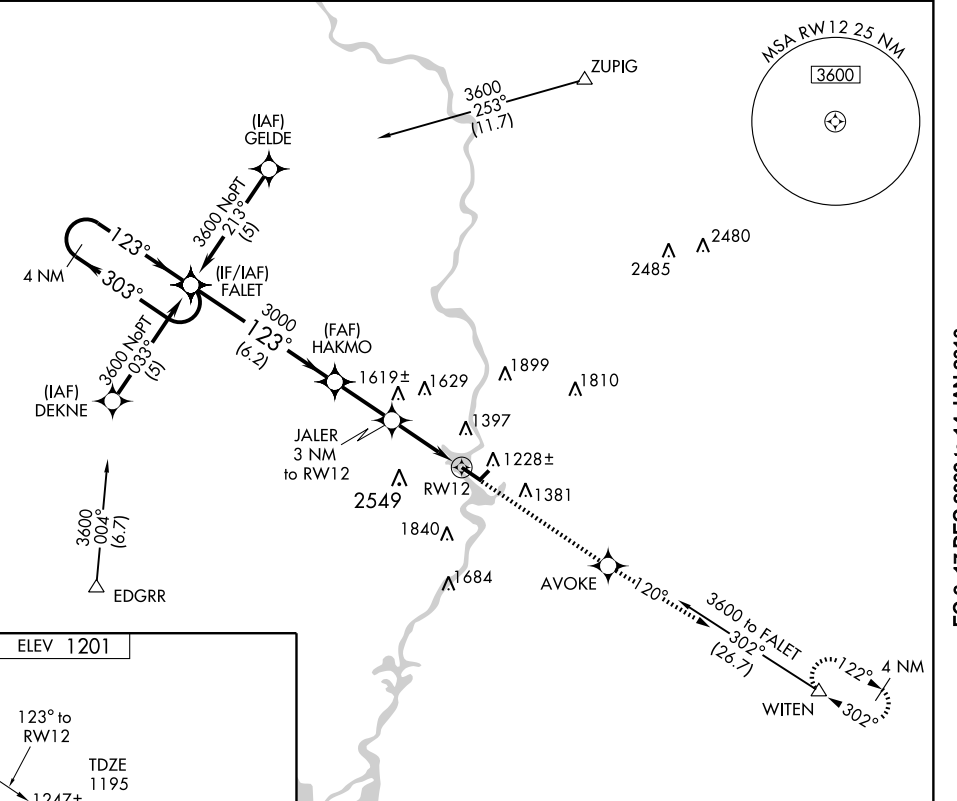
T

A

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA Southwest of Rwy 12-30. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat. C ¼ mile, and Circling visibility Cats. C and D ½ mile.

MISSED APPROACH: Climb to 3000 direct AVOKE and via 120° track to WITEN and hold.

ASOS 125.925	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		3000	AVOKE	TRK 120°	WITEN
FALET		HAKMO	JALER 3 NM to RW12	RW12	
3600 ← 303°		3000 → 123°	3.05° TCH 39	2200	
6.2 NM		2.5 NM	3 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1660-1	465 (500-1)	1660-1¼ 465 (500-1¼)	1660-1½ 465 (500-1½)	
CIRCLING	1840-1	639 (700-1)	1840-1¾ 639 (700-1¾)	1840-2 639 (700-2)	

VORTAC AUW 111.6 Chan 53	APP CRS 339°	Rwy Idg TDZE Apt Elev	N/A N/A 1201
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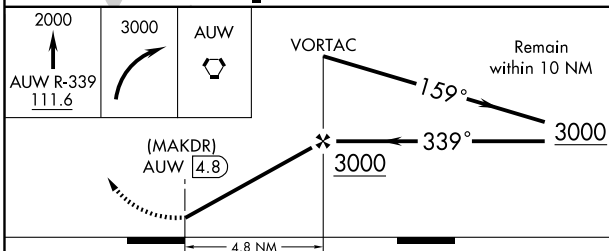
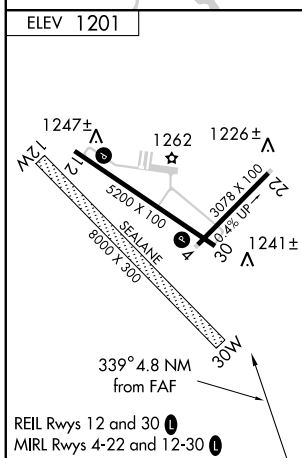
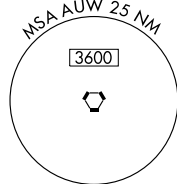
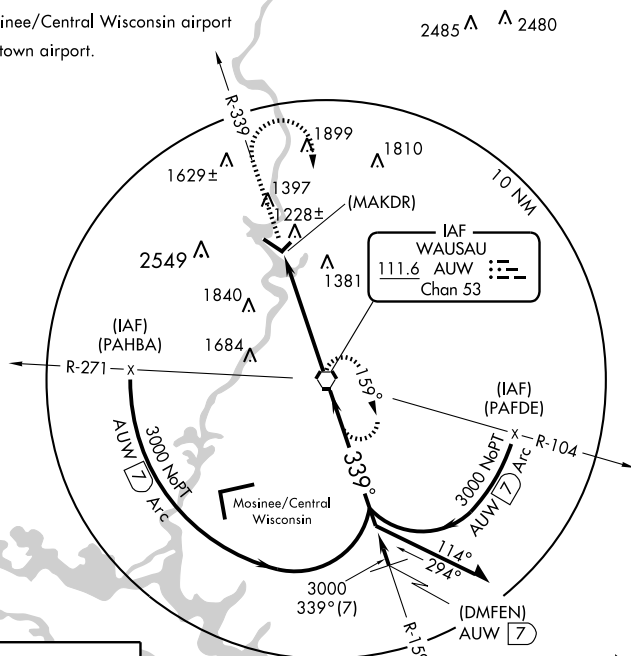
VOR or GPS-A
WAUSAU DOWNTOWN (AUW)

T Circling not authorized southwest of Runway 12-30.

MISSED APPROACH: Climb to 2000 via AUW R-339 then climbing right turn to 3000 direct AUW VORTAC and hold.

ASOS 125.925	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) 0
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Do not confuse Mosinee/Central Wisconsin airport with Wausau Downtown airport.

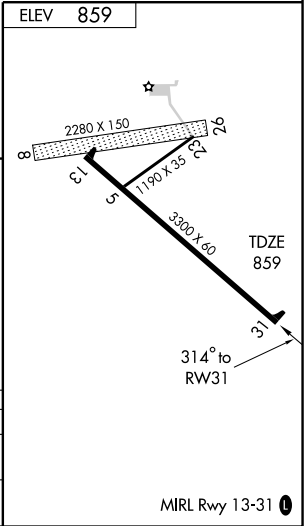
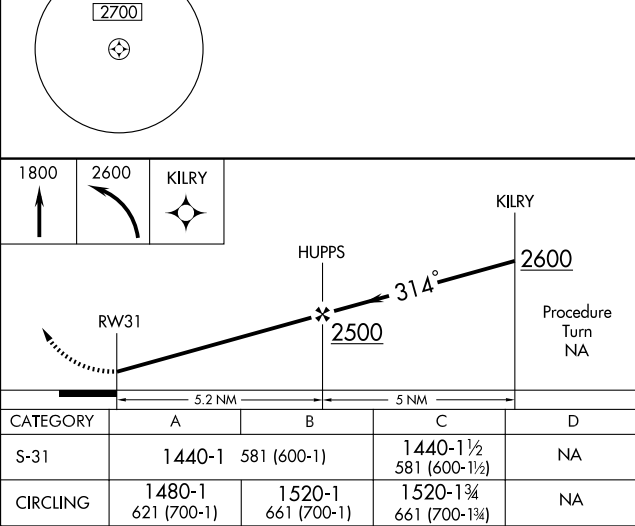
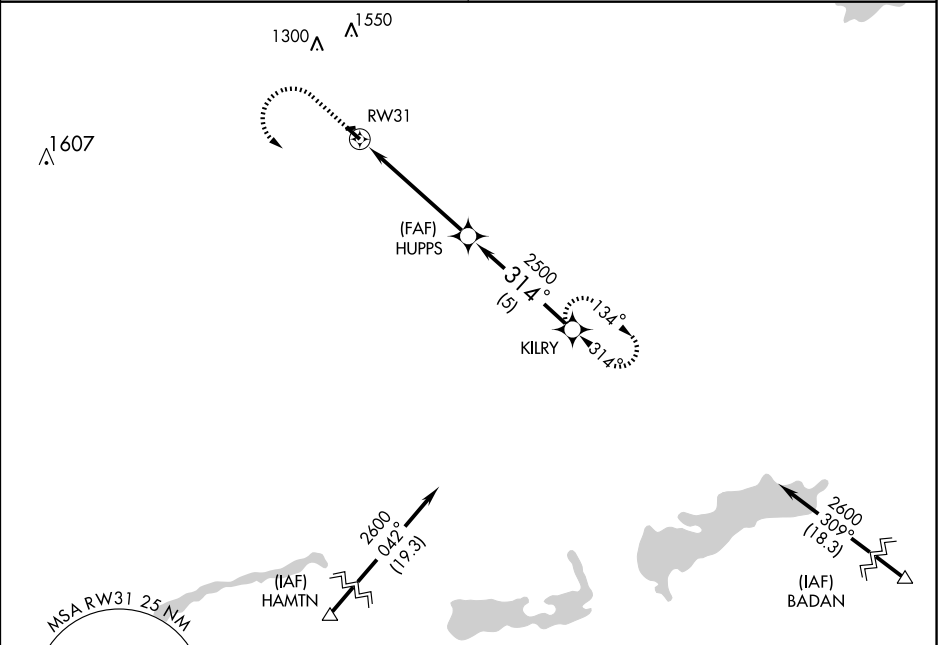


FAF to MAP 4.8 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1840-1	639 (700-1)	1840-1 ³ / ₄ 639 (700-1 ³ / ₄)	1840-2 639 (700-2)
Min:Sec	4:48	3:12	2:24	1:55	1:36					

GPS RWY 31
WAUTOMA MUNI (Y50)

APP CRS	Rwy Idg	3300
314°	TDZE	859
	Apt Elev	859

<div><div>▼</div><div>▲ NA</div></div> <div>Use Stevens Point Muni altimeter setting.</div>	MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct KILRY WP and hold.
MILWAUKEE APP CON 127.0 263.075	UNICOM 122.8 (CTAF) 0



LOC I-ETB	APP CRS	Rwy Idg	4494
<u>108.9</u>	309°	TDZE	880
		Apt Elev	886

LOC RWY 31
WEST BEND MUNI (ETB)


A NA

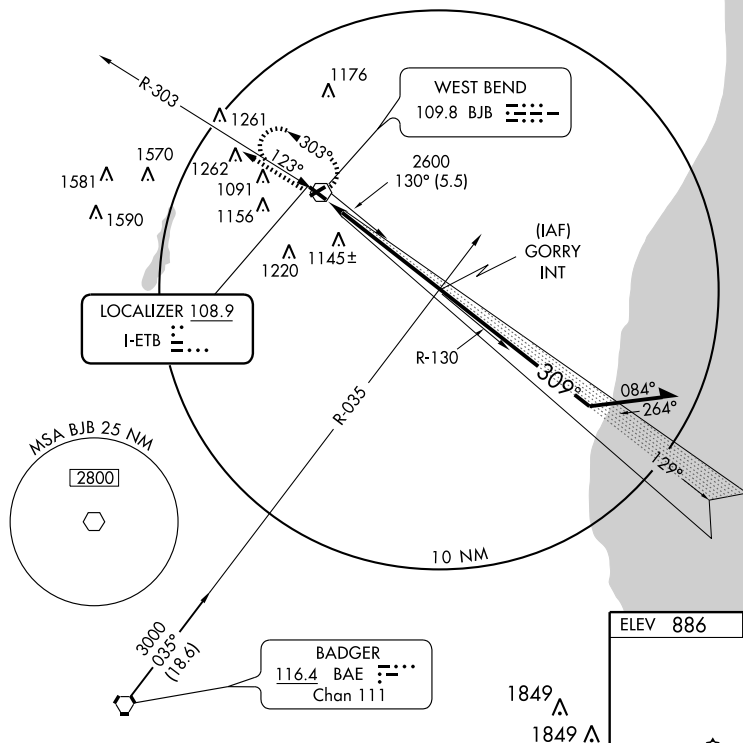
MISSED APPROACH: Climb to 2600 then direct BJB VOR and hold.

AWOS-3
120.0

MILWAUKEE APP CON
125.35 307.0

CLNC DEL
124-75

UNICOM
122.8 (CTAF) 



EC-3, 17 DEC 2009 to 14 JAN 2010

2600
↑

BJB

 109.8

GORRY

Remain
within 10 NM

2600

2600

CATEGORY	A	B	C	D
S-31	1400-1 520 (600-1)		1400-1½ 520 (600-1½)	1400-1¾ 520 (600-1¾)
CIRCLING	1400-1 512 (600-1)	1420-1 532 (600-1)	1460-1½ 572 (600-1½)	1520-2 632 (700-2)

REIL Rwys 13 and 31 **L**
MIRI Rwys 6-24 and 13-31 **L**

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NDB LLE 329	APP CRS 317°	Rwy Idg TDZE Apt Elev	4494 880 886
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NDB or GPS RWY 31

WEST BEND MUNI (ETB)

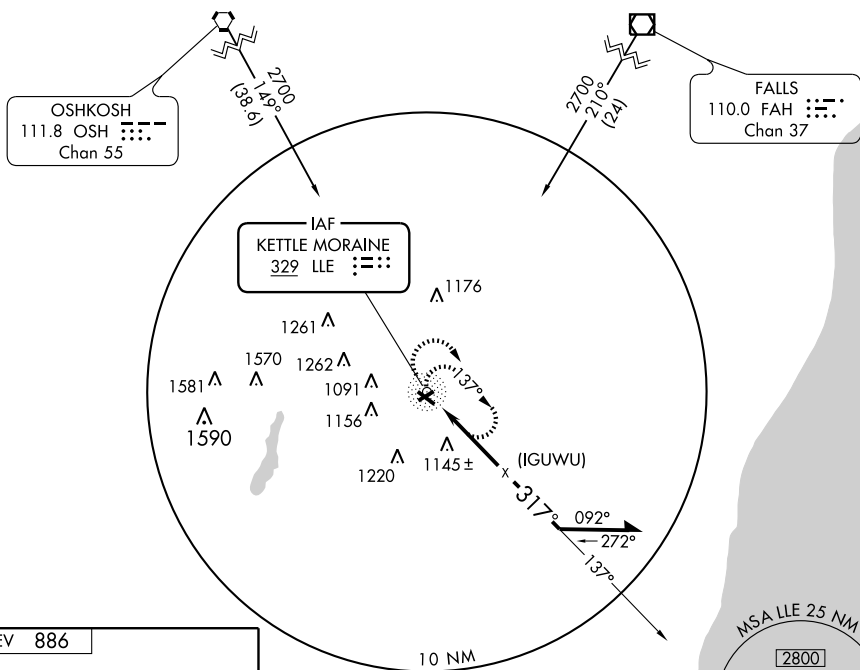
MISSED APPROACH: Climbing right turn to 2600 in LLE NDB holding pattern.

AWOS-3
120.0

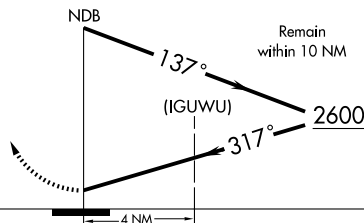
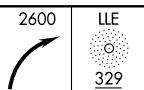
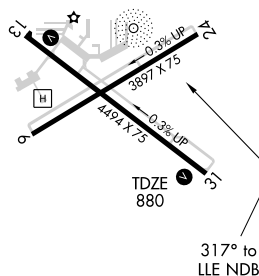
MILWAUKEE APP CON
125.35 307.0

CLNC DEL
124.75

UNICOM
122.8 (CTAF) **0**



ELEV 886



CATEGORY	A	B	C	D
S-31	1500-1 620 (700-1)		1500-1½ 620 (700-1¾)	1500-2 620 (700-2)
CIRCLING	1500-1 612 (700-1)		1500-1½ 612 (700-1¾)	1520-2 632 (700-2)

REIL Rwy 13 and 31
MIRL Rwy 6-24 and 13-31

Knots	60	90	120	150	180
Min:Sec					

VORTAC BAE <u>116.4</u> Chan 111	APP CRS 123°	Rwy Idg 4494 TDZE 882 Apt Elev 886
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VOR/DME RNAV or GPS RWY 13

WEST BEND MUNI (ETB)

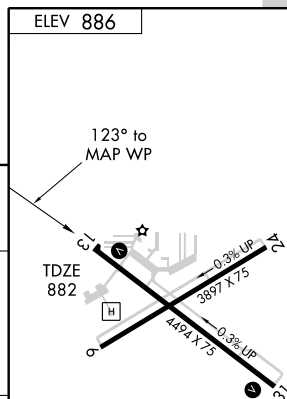
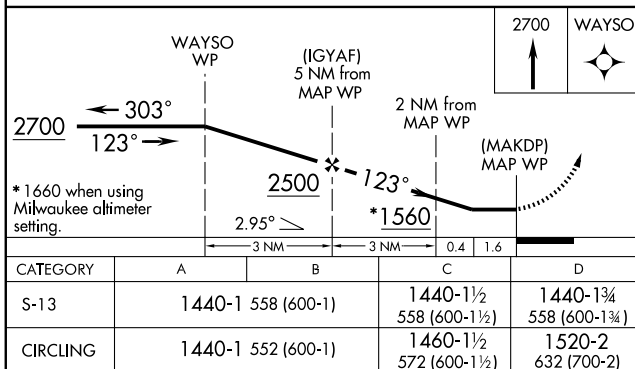
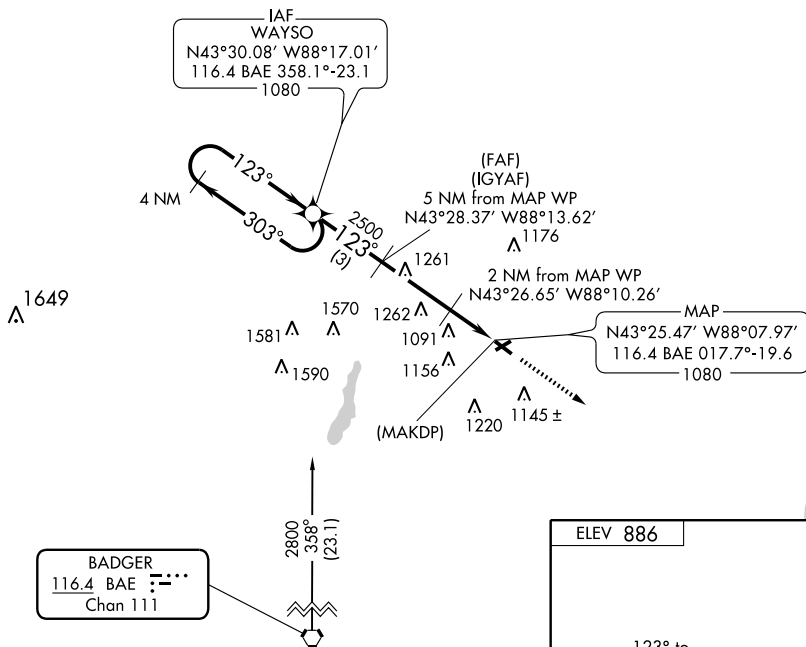
ANA

ACTIVATE MRL Rwy 13-31-CTAF.

MISSED APPROACH: Climb to 2700 direct
WAYSOWP and hold.

AWOS-3
120.0

MILWAUKEE APP CON
125.35 307.0

CLNC DEL
124.75UNICOM
122.8 (CTAF) **L**

REIL Rwys 13and 31 L

MIRL Rwy 6-24 and 13-31 **L**

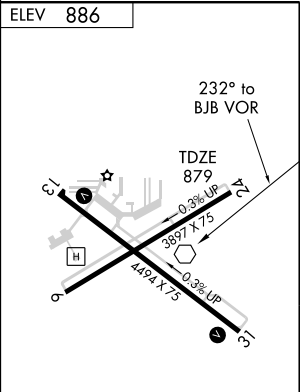
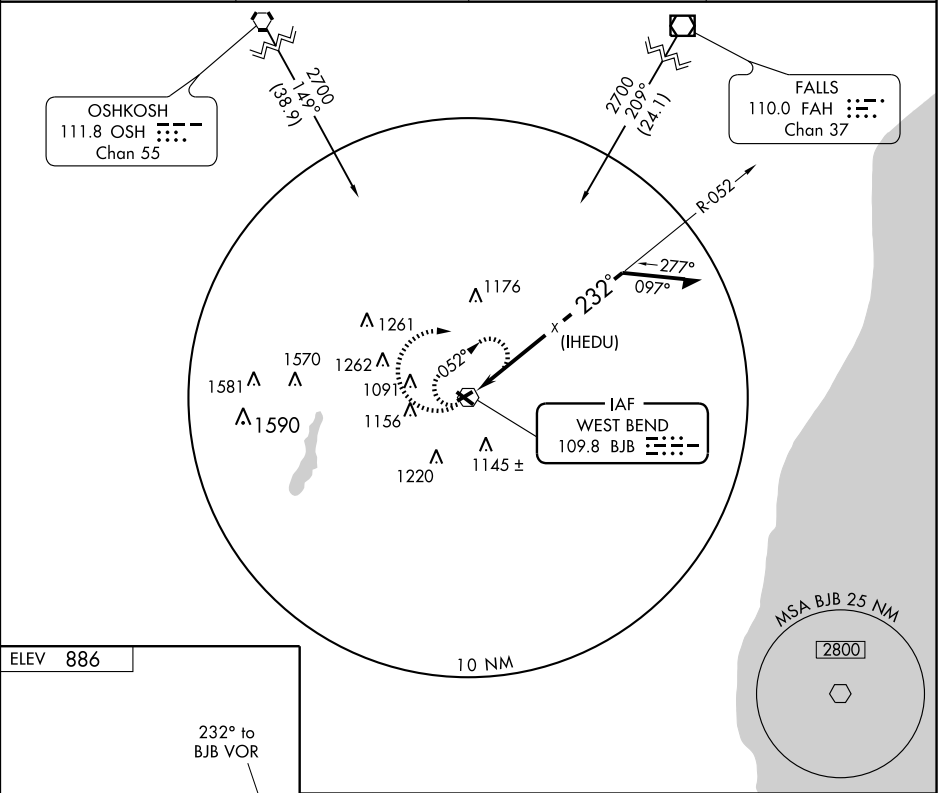
VOR BJB	APP CRS	Rwy Idg	3897
109.8	232°	TDZE	879
		Apt Elev	886

VOR or GPS RWY 24

WEST BEND MUNI (ETB)

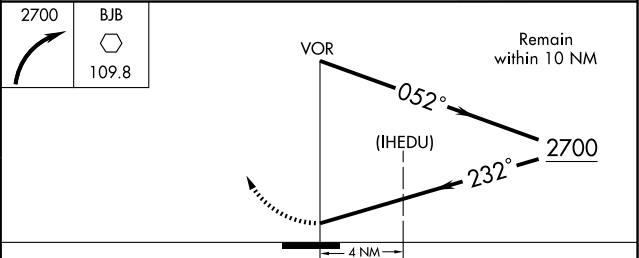
ACTIVATE MRL Rwy 13-31-CTAF.		MISSED APPROACH: Climbing right turn to 2700 in BJB VOR holding pattern.	
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AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 1
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REIL Rwy 13 and 31 1
MRL Rwy 6-24 and 13-31 1

Knots	60	90	120	150	180
Min:Sec					

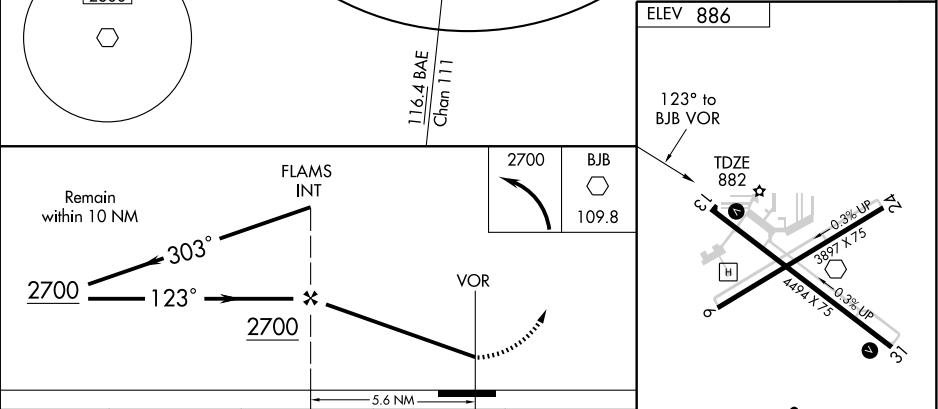
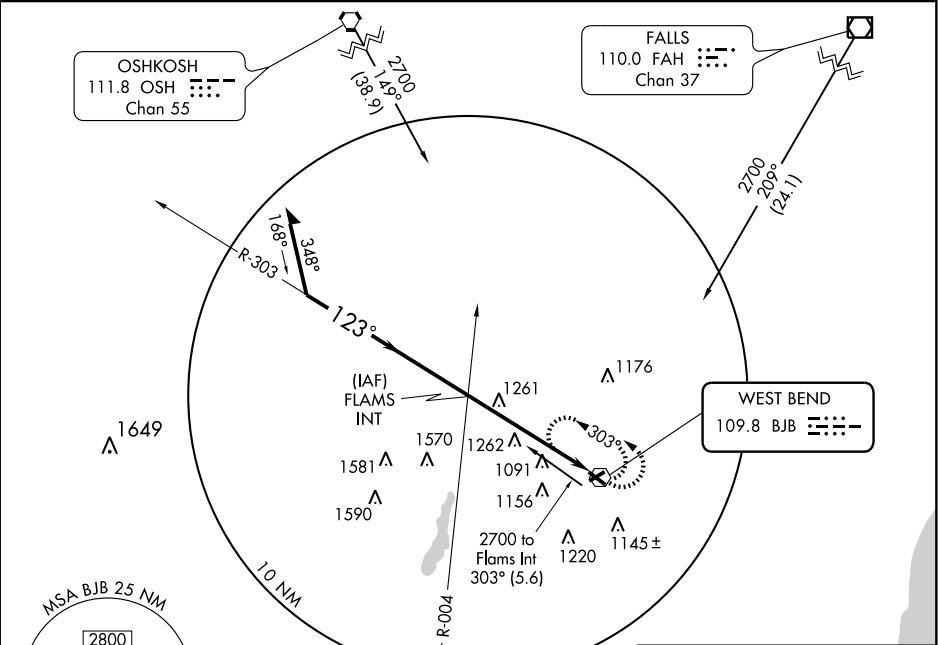


CATEGORY	A	B	C	D
S-24	1380-1	501 (500-1)	1380-1½	501 (500-1½)
CIRCLING	1400-1 512 (600-1)	1420-1 532 (600-1)	1460-1½ 572 (600-1½)	1520-2 632 (700-2)

VORTAC BJB	APP CRS	Rwy Idg	4494
109.8	123°	TDZE	882
		Apt Elev	886

VOR RWY 13
WEST BEND MUNI (ETB)

ACTIVATE MRL Rwy 13-31-CTAF.		MISSED APPROACH: Climbing left turn to 2700 in BJB VOR holding pattern.	
AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-13	1540-1	658 (700-1)	1540-1 658 (700-1 3/4)	1540-2 658 (700-2)
CIRCLING	1540-1	652 (700-1)	1540-1 652 (700-1 3/4)	1540-2 652 (700-2)

REIL Rwy 13 and 31 0					
MRL Rwy 6-24 and 13-31 0					
Knots	60	90	120	150	180
Min:Sec					

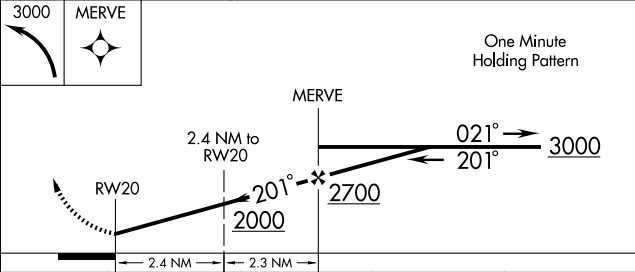
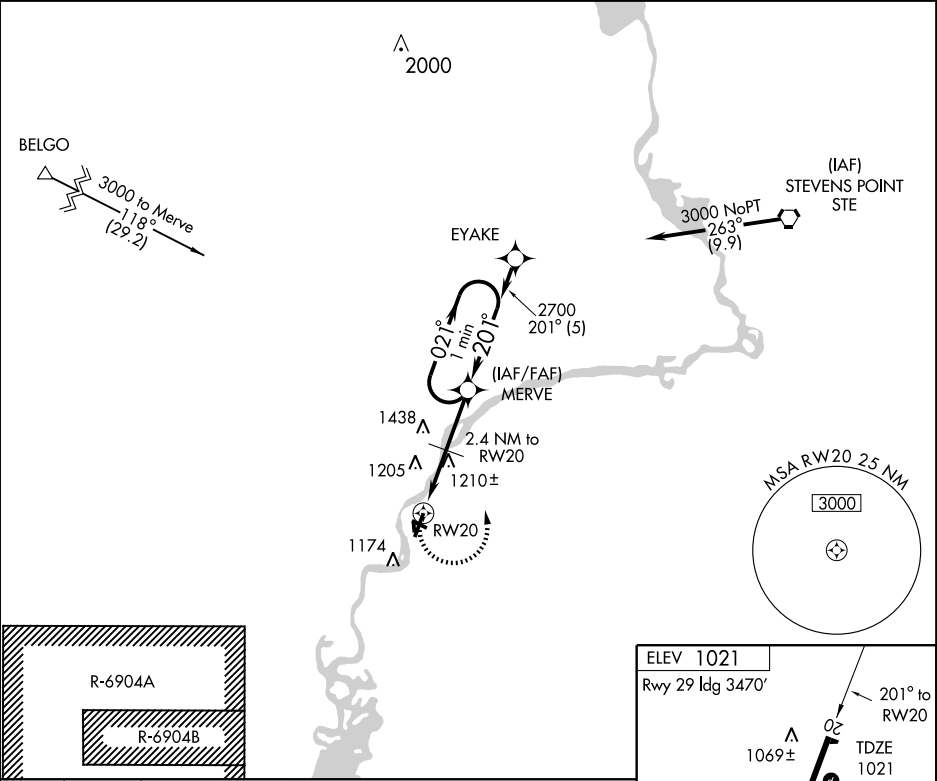
GPS RWY 20

WISCONSIN RAPIDS/ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

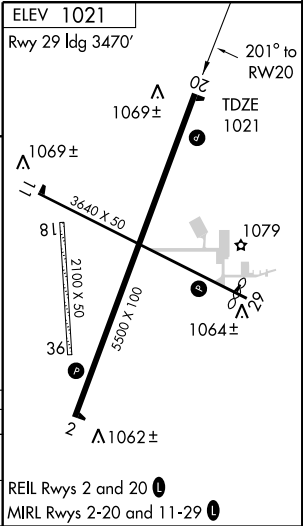
APP CRS	Rwy Idg	5500
201°	TDZE	1021
	Apt Elev	1021

NA	MISSED APPROACH: Climbing left turn to 3000 direct MERVE WP and hold.
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ASOS 126.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-20	1460-1 439 (500-1)		1460-1¼ 439 (500-1¼)	1460-1½ 439 (500-1½)
CIRCLING	1480-1 459 (500-1)		1520-1½ 499 (500-1½)	1620-2 599 (600-2)



REIL Rwy 2 and 20 0
MIRL Rwy 2-20 and 11-29 0

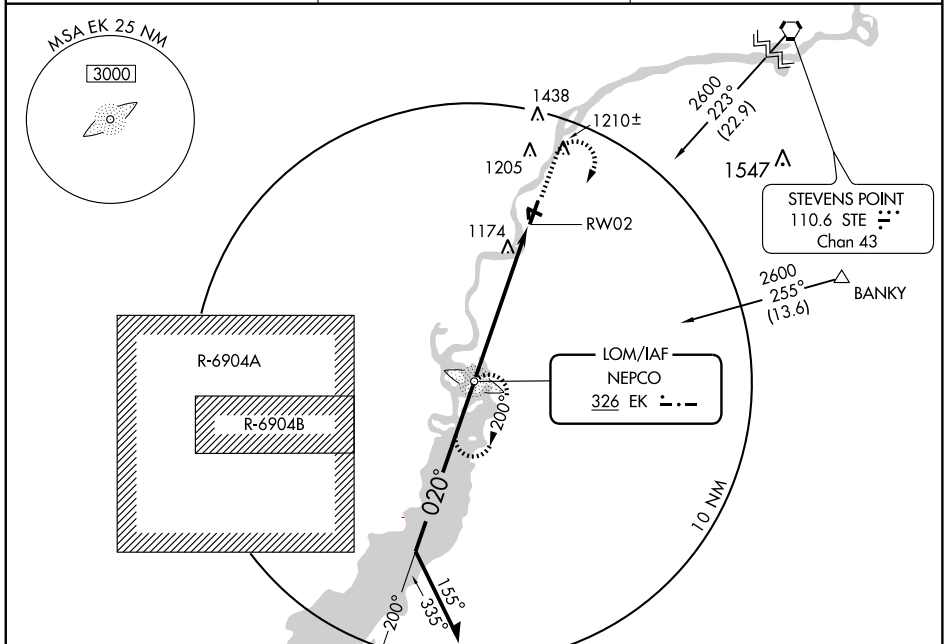
LOM EK	APP CRS	Rwy Idg	5500
326	020°	TDZE	1018
		Apt Elev	1021

WISCONSIN RAPIDS/

NDB or GPS RWY 2

ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

<div>⚠ NA</div> <div>Procedure not authorized when R-6904 A and B active.</div>		<div>MISSED APPROACH: Climb to 2600 then right turn direct EK LOM and hold.</div>	
<div>ASOS</div> <div>126.575</div>	<div>MINNEAPOLIS CENTER</div> <div>124.4 317.7</div>	<div>UNICOM</div> <div>122.8 (CTAF) 0</div>	



Remain within 10 NM

LOM

2600

200°

020°

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RW02

5.9 NM

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Knots	60	90	120	150	180
Min:Sec					

SDF EKP	APP CRS	Rwy Idg	5500
108.7	021°	TDZE	1018
		Apt Elev	1021

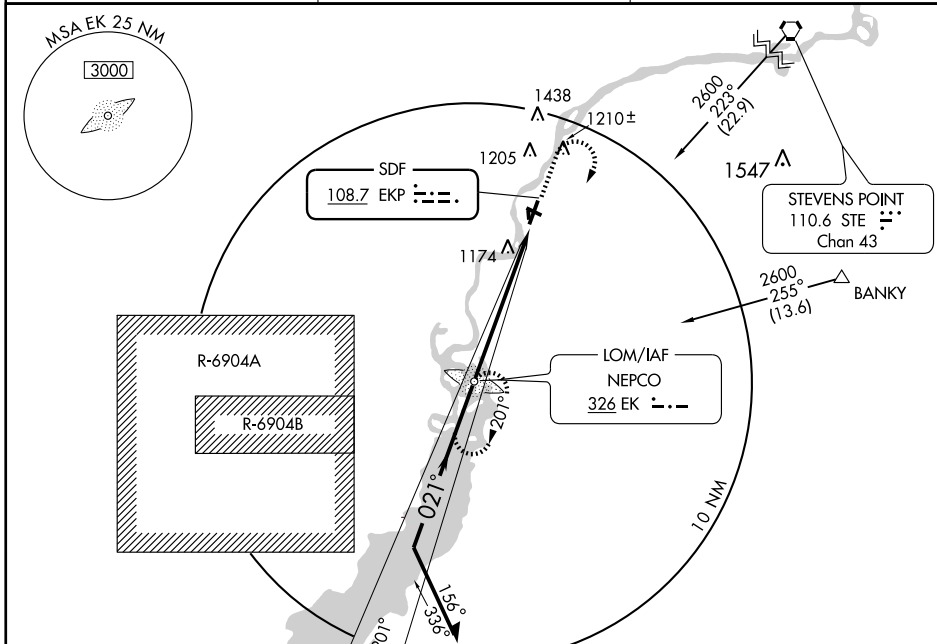
WISCONSIN RAPIDS/

SDF RWY 2

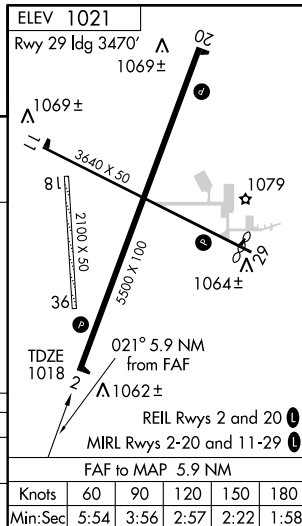
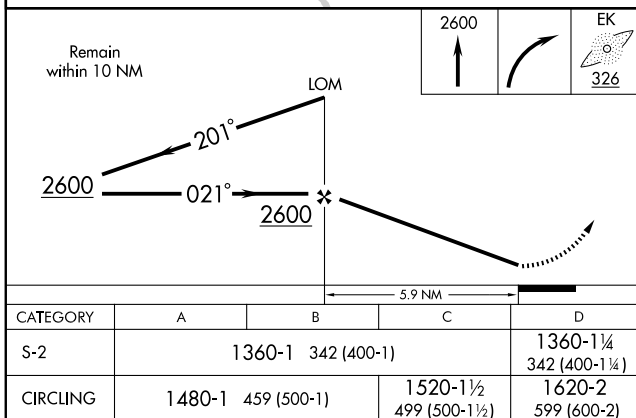
ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

NA Procedure not authorized when R-6904 A and B active.	MISSED APPROACH: Climb to 2600 then right turn direct EK LOM and hold.
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ASOS 126.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
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ADF REQUIRED



VORTAC STE 110.6 Chan 43	APP CRS 232°	Rwy Idg TDZE Apt Elev 1021	N/A N/A 1021
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WISCONSIN RAPIDS/
ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

VOR/DME or GPS-A
ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

MISSED APPROACH: Climb to 1900 then climbing
left turn to 2500 via STE R-232 to BIRON and hold.

ASOS
126.575

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.8 (CTAF) 0

